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No. I.

PLANS of PORTS

In the

EAST INDIES.

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A Collection of

PLANS of PORTS, &c.

In the

EAST INDIES,

With ſome

Nautical Inſtructions and *Explanations.*

Publiſhed by

ALEXANDER DALRYMPLE, ESQ.

LONDON : Printed in the Year MDCCLXXIV.

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N. B. If any perſon, who is poſſeſſed of *plans* of *ports*, &c. in the Eaſt Indies, or of any *explanations* relative to the *plans* in my Collection, will favour me with the communication thereof, it will be thankfully accepted, and a proper uſe made of it by

ALEXANDER DALRYMPLE.

Soho-ſquare,
February, 1774.

E R A T A.

Page 1.	line 1.	for Aquilhas	read Aguilhas.
2.	6.	S - - -	SE
	16.	a mile -	N. B. It is much more by the Chart.
6.	8.	A B - - -	There are no ſuch letters of reference in *Van Keulen*'s Plan.
7	10.	for Pinnance	read Pinnace.
	laſt.	D° - - -	D°
12.	margin	P12. - -	P12. N.B. This reference ſhould ſtand higher, as it relates to the Article *Mohila*.
			22
17	14.	after ſhoar	add "
22	8.	for NEE	read ENE
	24.	16. PM. -	16th PM.
23	1.	PM.	16th PM.
	12.	after Log-Book,	add 16th Aug. 1762.

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PREFACE.

FOR printing the *Explanations* to theſe *Plans*, I have adopted the mode recommended by Mr. Locke for a *Common Place Book*; in which order is preſerved by references forward and backward; the page, where any ſubject is *continued*, being placed under the page where it is *commenced*; and the page where it was *before treated* of, under that where it is *reſumed* or *continued*; ſo that, without leaving Blanks, any further elucidations, concerning the *Places* of which the *Plans* are now publiſhed, can hereafter be printed without perplexity by a reference to what went before.

This is of all modes I have ſeen the ſimpleſt and moſt convenient, and indeed the fitteſt for *Nautical Inſtructions*, which muſt always require *additions* and *explanations*.

The Index to this Book is to be examined by looking at the *great Letter*, with which the name of any place begins, and in the line of the *ſmall letters*, for the *firſt vowel* in the name of that place, in which line the number expreſſes the page.

Example. COMORO. Vide Index C in line o refers to P. 4, where *Comoro* is mentioned; and as the Subject is reſumed in P. 16, at the concluſion of this Article in P. 5, the Page in which it is reſumed is marked under that where it ended, viz. P. $\frac{5}{16}$; and in P. 16, where the Subject is reſumed, a reference is made to P. 4, where the Subject began, viz. P. $\frac{16}{4}$.

SOHO SQUARE,
Jan. 1774.

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List of Plates in No. I, now published.

Scale Inch:=1′.				
0.2	Bay St. Bras			
0.4	Moſſell Bay	-	on S° Coaſt of Africa pr.	Van Keulen
0.2	*Bay Algoa			
0.4	*Tollear			
0.4	Manumbagh	-	Madagaſcar - - - - -	Ditto, 1755
0.4	Long-point - -		D°. - - - - - m.s.	*unknown*
0.4	*Part of Mayotta -		- - - - - -	Mr. Watſon, 1754
0.4	Part of Comoro -		- - - - - -	Alex. Sibbald, 1753
0.4	Mohila - - -		- - - - - - pr.	Van Keulen
0.4	*Johanna Bay -		- - - - - - m.s.	C. Peter Pigou, 1762
0.4	Zanzebar - - -		E. Coaſt of Africa -	Engliſh, *unknown*, *recd. from* C. W. Smith, of Ship Houghton
0.1	*Socotra - -		Arabia - - -	C. O. *f* R.
4.-	Kings Iſland - -		Maldivés - - -	Peter Sandelyn, 1727
0.4	Arrackan River -		Bay of Bengal - -	Engliſh, *unknown*
0.4	Tavay River - -		Ditto - - - - -	C. Palairet, 1753.
0.4	P°. Pinang - -		Strait of Malacca - -	C. Walter Alves, 1763
0.8	Zutphen or Hounds Iſlands		Strait of Sunda - -	From Dutch
2.-	Mew Iſland - -		Ditto - - -	Com. J. Watſon, 1762
1.0	Romania ſtrait - -		E. Coaſt of Malaya -	C. Walter Alves, 1763
0.8	Rydangh Harbour - -		Ditto - - -	Ship Pitt, 1764

Plates for No. II, nearly finiſhed.

0.8	S. Leaga Bay -		- - - - m.s.	C. S. Holloway Bunyon
0.4	Tappanooly - -		- - - -	Engliſh qu. Mr. Nairne
0.8	*Nattal - -		- - - -	Engliſh, *unknown*, 1753, *with additions* by Com. Watſon, 1762
0.8	*Ayer Bongy - -		- - - -	From Dutch
0.2	Padang - -		West Coaſt of Sumatra pr.	Van Keulen
0.2	*Indrapour - -		- - - m.s.	From Dutch
0.4	*Engano Iſland -		- - - -	C. Guſ. Walhfeldt, 1771
0.8	Engano Bay - -		- - - -	Ditto
0.8	Cawoor or Sambat -		- - - -	Ditto, with additions
0.4	Croee - -		- - - -	Com. J. Watſon, 1762
0.8	Billimbing Bay -		- - - -	C. Guſ. Walhfeldt, 1771
0.2	*Kyſer's Bay - -		Strait of Sunda - -	C. Tho. Forreſt
1.6	Strait of Secockup -		Poggy or Naſſau Iſlands -	C. John Whiteway, 1750
0.8	See Laubo Laubo -		Ditto - - - - -	Ditto
1.6	See Ooban			
1.6	See Labba	-	Good Fortune Iſland - -	Ditto
1.6	Hurlock's Bay			

N. B. The Plates marked * have views upon them, viz.

Algoa - - - -	Views from Van Keulen
Tollear - - - -	View by C. Jonath. Court, Ilcheſter, 1750
Mayotta - - - -	Ditto, Mr. John Barker, Grantham, 1750
	Ditto, J. Mayoffre, Queen, 1768
Johanna - - - -	2 Views received from Capt. Skottowe
Socotra - - - -	View of *Tameren* by J. Brown, 1615
Nattal, Ayer Bongy - - -	Views by C. Thomas Forreſt
Indrapour - - -	View from Van Keulen.
Keyſer's Bay - - - -	View of *Keyſer's Iſland* by C. Tho. Forreſt

The Publication of the Plates of Sumatra have been delayed on account of ſome Explanations which I have not yet received.

Soho-Square,
Feb. 5, 1774.

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ADVERTISEMENT.

THE Views in the Plate of *Mayotta*, and in that of *King's-Iſland Maldivès*, were etched by Mr. Lerpenire: The other *Views* and the *Hills* were done by Mr. Henry, with *ſtone*, which is a mode of Engraving little known, and ſeldom practiſed; indeed, I believe, never before uſed for *Views* of *Land:* allowance muſt be made for firſt trials; but I imagine it will be admitted by all Seamen that nothing expreſſes *diſtant Land* ſo well.

Mr. Henry drew in all the Plans upon the Copper Plates, and alſo engraved the Coaſts and Shoals &c. of the *Mayotta* Plate and of the *Zutphen* Iſlands Plate, and the Marginal Lines of all, except *Comoro*, *Rydangh* and *Romania Strait*, the Lines of which were done by their reſpective Engravers.

As ſome people wiſh to have the *Rhomb Lines* to their Charts, I have given a ſmall plate[x] with the *Points* of the *Compaſs*, whereby any perſon, will be enabled with little trouble to draw the *Rhomb Lines*, by fixing this Plate over the *Meridan* and *Parrallel* of each Plan.

x in pocket at end of volume

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Propoſals for engraving by *Subſcription* ſundry Plans of Ports, &c. in the Eaſt-Indies.

IT is often of the utmoſt benefit, and always very ſatisfactory, to Navigators to be poſſeſſed of *particular plans* of the Places whereto they may, by chance or accident, be carried, as well in as out of the common tracks; I have therefore thought it would be an acceptable ſervice to the Publick to *engrave* the *plans* of *Bays*, *Harbours*, &c. *in the Eaſt-Indies*, which are in my Collection.

None of theſe Plans being from my own obſervations, I cannot vouch for their exactneſs; but although they ought not to be *blind-fold* and implicitly relied on, they may be of very great uſe and aſſiſtance.

General Charts wherein there is hardly the leaſt ſimilitude to the places to which they relate are frequently to be ſeen; but *particular plans* are ſarcely ever without *ſome reſemblance*; I have indeed met a *few ſuch particular plans*: but even the publication, in a *general Collection*, of a *few plans* without the *ſmalleſt reſemblance* may be uſeful; becauſe *Some One*, amongſt the *many* into whoſe hands *ſuch a Collection* may fall, will probably be able to prevent the evil effects which might attend a *confidence* in an *unknown plan*, by declaring where they know on *good authority* ſuch Plan is *execrable*. After what I have already publiſhed it may perhaps be unneceſſary to ſay that the *Plan* of *Zolo*, publiſhed by *Mr. Swithin*, is amongſt the *few* I have ſeen where there is *no reſemblance* to the place. Such alſo is the Plan of the *Baſhee Iſlands* in *Dampier's voyages*: the laſt indeed can hardly be charged to *Dampier's account*, as the Plan, in his Original M.S. which is preſerved in the *Bri-*

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tiſh Muſeum, is a rude ſketch without *ſcale* or *Compaſs* or any names affixed to the Iſlands.

The Work here propoſed is intended to be a mere *Pilot-Book*, conſiſting entirely of *particular plans*, without any *General* or *Coaſting Charts*; and to be nothing more than an *exact* publication of ſuch pieces as are thought *worth engraving*, with *Views of Land*, and *Nautical Inſtructions* concerning the Places to which theſe Plans and Views relate, together with ſuch other explanations as are in my poſſeſſion.

For a general idea of the *plans* which *this work* will contain I muſt refer to the *Liſt* of *my Collection* of *Charts* of the *Eaſt-Indies* *, and the *Liſt of Charts in Van Keulen* † inſerted in the *General Introduction* to the *Memoirs and Charts* I have publiſhed of my own voyages.

* General Introduction, P. 13. † Idem, P. 38.

CONDI-

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CONDITIONS.

1. - - - It is propoſed the Work ſhall be in 4to.

2. - - - That no ſum leſs than *One* guinea ſhall be ſubſcribed, and the money paid at the time of ſubſcribing.

3. - - - That the money ſubſcribed ſhall be lodged in the hands of Meſſrs. *Goſling* and *Clive*, Bankers.

4. - - - That an Account ſhall be kept of ſuch Monies, which ſhall be *a Fund* for defraying the expence of the *Publications*.

5. - - - That the ſum in advance ſhall at no time exceed *fifty pounds*.

6. - - - That the charge of engraving, printing and publiſhing ſhall be carried to the account of the Fund whenever any piece is ready to be delivered.

7. - - - That the Work ſhall be publiſhed in Numbers as the Engravings can be conveniently made.

8. - - - That the Subſcribers ſhall reſpectively receive, on demand, the Numbers as they are publiſhed, at *prime coſt*, in the following mode.

9. - - - A Subſcriber for *one* copy, ſhall be entitled to *one* copy of every Number which ſhall be publiſhed, 'till the amount of thoſe Numbers ſhall be equivalent to the *ſum ſubſcribed*.

10. In

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10. - - - In caſe any perſon ſubſcribes for *more* than *one* copy, ſuch perſon ſhall be entitled to ſo *many* copies as ſhall be ſubſcribed for, 'till the Numbers publiſhed are equivalent to the amount of that Perſon's ſubſcription.

11. - - - In caſe the reſpective Numbers are not demanded within a year after publication, ſuch Numbers ſhall be forfeited.

12. - - - No Perſon ſhall by ſubſcription be entitled to the Numbers printed antecedent to that ſubſcription, but only to the Numbers which ſhall be printed after that ſubſcription.

13. - - - If the number of Subſcribers be under 200, the Subſcribers to be rated $\frac{1}{200}$ part of the expence of the Publication as the *prime coſt*.

The Subſcription is meant to extend only to Publick Bodies and to ſuch Individuals as may be deſirous, for their own uſe or curioſity, to have the Work propoſed; and not to comprehend *Mapſellers* for *ſale*, and therefore if any ſuch colluſive ſubſcription, or Transfer of Subſcription, ſhall be made, the money ſubſcribed ſhall be forfeited.

Soho-Square,
14 Dec. 1773.

ALEXANDER DALRYMPLE.

N. B. No Subſcriber liable to any further call after paying his Subſcription Money, but when the publications are made the Subſcribers ſhall be entitled thereto free of all charge till theſe Publications be equivalent to ſuch perſon's Subſcription; the Subſcriber may then, if he chuſes, renew the Subſcription for the ſubſequent Publications.

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Explanation of the Plans.

S^a COAST of AFRICA.
STRUYS BAY.

FROM *C. das Aquilhas* [Cape Lagullas] to the W. *Point* of *Struys-bay*, the Coaſt extends N Eaſterly 16′ or 18′. *This Point* is low and covered with Sand-Downs, as well as the Land to the Eaſtward of it in *Struys-bay:* This Bay is nothing more than a large deep bite, having good anchor ground but no ſhelter except from NW^y Winds, and is expoſed to a continual ſwell and ſtrong current; and is therefore to be avoided.

FLESH BAY
or,
BAY St. BRAS.

" The E. point of *Struys-bay* is low and ſandy, from whence the Land forms a bite to *Fleſh-bay*; (*Bay St. Bras*) This is no more than an open Bay, where there is no ſhelter but for Northerly Winds; there is in it a ſmall Iſland and a round white ſand by which it is eaſily known; when this *Bay* bears N. *Seven High Hills inland* are ſeen over it, tho' the ſhoar of the Bay is low land. The W. point of the Bay is a pretty high Sandy Point from whence a reef ſtretches out, juſt as from the Points abovementioned.

FISH BAY.

" From *Fleſh-bay* the Coaſt lies Eaſterly to *Fiſh-bay*, which is likewiſe a foul open Bay; When abreaſt of this Bay one ſees to the N. a *Mountain inland*, upon which

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ſtands a hill like a *Barn*, and to the W. the *Seven High Hills* before mentioned, whereby this Bay is eaſily known.

MOSSELL BAY. " From *Fiſh-bay* the Coaſt lies E b N to *Moſſell (Muſcle) Bay*, which is a Bay like the others, but it runs in 6′ to the Weſtward of the *W. point*; where one lies ſheltered from the N Eaſterly to S winds but expoſed from the S to E. In this Bay is a *ſmall Iſland* or *Rock* and ſome brackiſh ſprings and rivers: It is the beſt of all the *Bays* or *Roads* hereabout, but not to be made uſe of except in caſes of the greateſt neceſſity, becauſe the S E. and E. Winds make a great ſea, and the water for drinking muſt be taken from brackiſh pits.

" The W. *point* of this Bay is a middling high *flat green point* appearing at ſea like a *Table Hill*; off this Point is good anchor ground every where but from the outermoſt point runs out a *reef* of *rocks* a mile to the E. This *Point* lies in 33° 55′ S Lat. The *E. point* or the Land to the Eaſtward of the Bay, is high double mountains running down to the ſea, with little ſtrand whereby the Bay is eaſily known in coming from the Eaſtward, as this is the *laſt* High Land near the ſea; the Coaſt to the Weſtward of this Bay being lower and the Hills farther in land.—

BAY ALGOA. " *Bay Algoa* is a deep Bay where may be got *freſh* water and fire wood, the ſoundings going in from 24 to 10 fathom." (Van Keulen.)

P. 2

MADAGASCAR. *Tollear-bay* lies to the Northward of *St. Auguſtin's* Bay

TOLLEAR, or TULLEA. on *Madagaſcar*; the Account *Van Keulen* gives of it is obviouſly

TOLLEAR, or TULLEA. viouſly *originally* the ſame with that in the Engliſh Waggoner which is not conſiſtent with itſelf; I think it therefore better to omit all account of this place than to inſert a

P. 3 doubtful one; the Plan is copied from *Van Keulen*, but it contains no explanation except the bearings of two ſhips which anchored there; the depths in which they anchored are omitted, ſo that the bearings cannot be of any uſe.

MANUMBAGH, or rather VULLA. *Manumbagh*. This Plan is alſo from Van Keulen, but his Book contains no Explanation farther than what is in the plan. Capt. Peter Fea, who was there in the Fly Cutter, 1764, gave me a Draught of the W. Coaſt of Madagaſcar, which he informed me was made by Mr. White in the Dutch ſervice; in this Chart C. Fea had inſerted the following Mem. " A. *Maringombay*, as I ran in ſhore under an eaſy ſail, took the opportunity of low water, and had no leſs than $3\frac{1}{4}$ over ſeveral flats of ſand, but at my neareſt anchorage to the ſhoar had 5 fath. at low water, there is no danger; The Tide roſe in the Springs 20 feet, in the Neaps about 18. B. the Place of Trade but not much grain, here is fine landing and fine water, the water guſhing out of the Beach, you had beſt water with ſmall Caſk that can be lifted into the Boat as it muſt be rolled a ſmall diſtance—The Tide riſes and falls the ſame as above. It is called *Coora-Ryka* and lies in 17° 40′ S."

The A refers to a place about 10 miles to the Northward of *Vulla* or *Vualla* River, the B to a large Bay immediately to the South of this River.

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MADAGASCAR.

MANUMBAGH, or rather VULLA.

The Iſland named by Van Keulen *Dodkiſt* is called *Savou* in Mr. White's Chart; and he places *Manumbagh* conſiderably farther to the Northward inſtead of being the ſame with *Vualla*, as it is repreſented in this plan of Van Keulen.

P. 4

COMORO ISLANDS MAYOTTA.

However extraordinary it may appear, ſeveral of the the Eaſt-India ſhips have miſtaken *Mayotta* for *Johanna*; I have not had an opportunity to examine the Journals of all theſe ſhips, and ſuch as I have ſeen are not ſo diſtinct as to enable me to give any ſatisfactory explanation of this plan. The ſhips which I have heard have of late years been at *Mayotta*, are

1752	Admiral Vernon, Capt.	Cooke.
1753	Harcourt, - -	Webber.
1753	Elizabeth, - -	Wells.
1754	Norfolk, - -	Bonham.
1762	Britiſh King -	Pigou.
1768	Queen - - -	Stainforth.

P. 4

COMORO.

This plan of part of *Comoro* was made by *Alexander Sibbald* mate of the St. *Cecilia*, a country ſhip belonging to Bengal, in 1753. Several of the Indiamen have viſited this Iſland ſince then; 1759 the Suffolk, C. Lewin, and Oxford, C. Webber; the following are from the Suffolk's Log.

" Bearings at anchor in 24 fath. ſandy ground off *Comoro*.

King's Town, about 2 ſm. miles - -	E ½ S.
A black bluff Point like *two rocky Iſlands*	S S W.
The Eaſternmoſt Land - -	E b N.

" The

COMORO. "The Town is large and full of Coconut Trees, a fine ſmooth ſandy beach before it, it's the only place where we could land: *ſhoal water* runs off about ¾ of a mile, and at low tide you cannot come off with your boat. Whenever you ſee this *Town* ſend your boats a-head, for as the ſhoar is bold in all other places you would have no thoughts of *foul ground* off ſuch a fine ſandy beach.

"The firſt Soundings we had were 35 then 25 when anchored. Lat. obſerved in the Road 11°. 18'. S. When you have 12 fath. you are cloſe on the *reef*. We lay about a cable's length too near the *King's Town*, and had we continued longer at the Iſland would have moved.

"The people at *Comoro* are very civil the price of bullocks ſettled with the king is 4 to 6 dollars; there are here Sheep, Goats, &c. but no water to be had.—The King offered Cowries, Rice, &c.

P. 5/16 "Of all the Iſlands *Johanna*, *Comoro* and *Mohila*, I give the preference to the latter." (C. Lewin,)

MOHILA, or MOALY. This Plan of *Mohila* is taken from Van Keulen: he ſays, "About W. from *Johanna* lies the Iſland *Moaly* the beſt *road* is on the South ſide behind ſome ſmall Iſlands, around which is a Coral Reef, you ſtand over the Reef the leaſt water is 8 or 9 fath. the ground is very clearly ſeen, but there is no danger; being over the reef, you get 45. 43. and 40. fath. ouzy ground and 38. 36. and 30 fine ſand, (viz. to the Eaſtward of the ſmall Iſlands) where one anchors. The water riſes and falls with the com-

mon.

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MOHILA.

mon Tide 14 feet whereby the rivers along ſhore are left dry.

Beſides this there is another anchoring place, cloſe to the ſhore, in 20 fath. off the North Point of the Iſland where within a piſtol ſhot is ſhells and coarſe ſand.

Alſo on the Eaſt ſide there is one where refreſhments may be had.

In the inlets or creeks A and B marked in the Chart one can only enter with high water, becauſe with low water they are not deep enough ; in the ſmall Bay with the three inlets there is no anchorage."

D°. Capt. *Wilſon* of the *Suffolk* was at this *Iſland* in May 1756, I ſhall therefore inſert an extract of his Journal.

28th May, 1756, Lat. O 12°. 29 S.* at Noon.

The extremes of Mohila, from E ½ N to N N E
diſtant from the ſmall Iſlands to the S W of it, 5 miles
The High Land of Comoro - - - - N.

29th. Fair weather, the firſt part a pleaſant moderate gale, continue rounding the Iſland with the deep-ſea lead going, but got no ground with 40. 50. and 60. fath. Gave the Iſlands to the S W of Mohila a birth of 4 or 5 miles, and when clear of them hauled in for the N W end of Mohila: About 2 miles ſhort of the N W Point of the Iſland, there is a Black Rock which is always above water and lies about 2 miles from the ſhoar ; We kept about 2 miles without it and had no ground 30 and 40 fath. From the N W point of Mohila, there is a Reef of Rocks above water, which runs

* Made Long. from Mozambique home to Johanna, 3°. 15′. E.

out

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MOHILA.

out about ¼ mile, we kept a mile and half without them and had no ground 30 fathoms; being clear of the Point and opening the Land to the Eaſtward, hauled in for d°. and ſoon got ſoundings 30 fathoms, ſmall ſtones and coral, which ſhoaled gradually to 15, we then edged away into 24, ſeeing a ſmall Town on a Bluff Hillock cloſe to the ſea, ſent our Pinnace on ſhore to enquire for the watering place, but being much ſhort of the place laid down in the Wagoner continued ſtanding on, the Pinnance returned and informed us that we might have Water and Proviſions where they had landed, having ſhot paſt, tacked and ſtood in, with our boats ſounding between us and the ſhoar.

"At 6 P.M. Came to with the ſmall bower in 24 fathoms, and moored with the ſtream to the Northward in 26 fathoms, ſmall ſtones, ſhells and coral, diſtance off ſhore ¾ of a mile. When anchored,

The NW Point of Mohila bore, - -	WSW
The Eaſternmoſt Land - - - -	EbS½S
And the Town - - - - - - - - -	SSW

"In the evening a perſon came on board in a Canoe from the Queen of Mohila (whoſe name is Jumba Zealea) to welcome us to this Iſland, and ſeemed very deſirous of moving the Ship to the King's Town; his arguments to prevail were that we ſhould be better provided with water and proviſions, I let him know that I would determine to-morrow.

"At day break in the morning, ſent Mr. Jackſon our ſecond mate in the pinnance to examine the Coaſt between

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between this and the King's Town, and anchoring off from it, &c.

" At Sunrise sent the long boat ashore with casks and rafted with the small boats, in the mean went on shore to see the watering place, which the Queen's Messenger had represented very bad: Found it to be about 200 yards from the Beach up an easy assent, but the water is in a declivity which seems to have been worn by torrents from the Hills about 12 feet deep, and being too steep to roll our casks up we made use of our Engine to fill them; From whence they were rolled down with great ease from the beach which is a soft sand. The run of water is clear and constant from the mountains down between the Rocks, and is lost, about ten yards below where we filled, in the Rocks and Sand, and may be observed to ouze out of the Beach at low water.

" We found an E & W Moon to make full sea on the Change: The stream sets along shore, the Flood to the Westward, but changes considerably before the water has done rising, as does the stream to the Eastward before it has done falling: The water rises on the New Moon about 15 feet; and a Reef of Rocks, runs from the point, whereon the Town stands, across the little Bay on which the Watering place is, to two Rocks to the Eastward, which are always above water, and sues dry, this prevents your Boats working the last quarter Ebb and the first quarter Flood.—Received a Bullock and a Goat as a present from the Queen.—

" 30th

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MOHILA.

" 30th May, fair weather with light winds all round. Mr. Jackſon returned from his ſurvey and informed us, That the *King's Town* is about 4 Leagues to the SEbE, the Coaſt between us and it, very dangerous, ſeveral Reefs of Rocks running far out into the ſea; That a Ship cannot lye nearer than two miles from the Land off the *King's Town*; That there is a large ſurf on the ſhoar and that Boats cannot go in after half Ebb; the Watering place is a mile beyond the Town and is not ſo convenient as where we are filling, having a chopping ſea which prevented the boats rowing, He landed and walked he thinks 4 miles farther along ſhoar to the SSE when he came to a large run of water, like that at *Johanna*, The Coaſt appeared very rocky and, being open to the S E, a large ſwell came in and there was a great ſurf on the ſhoar, which he thinks would make it very troubleſome watering there: On the whole he prefers the place we are at to any he has met with. And as we find it ſafe riding, very convenient for diſpatch, and a ſmooth beach for our Boats, We think ourſelves lucky in having found it, and are determined to finiſh our Buſineſs here.

" Sent 3 Bars of Iron as a preſent to the Queen, by a perſon of diſtinction named Seda Huſeana Shawtevera, who ſpeaks ſome Engliſh, and ſettled the price of Proviſions with him, viz. Bullocks at 4 Dollars, Fowls 12 for 1 Dollar, Rice 4 meaſures, and Paddy 8 meaſures for 1 Dollar, the *meaſure* containing 10 quarts and 1 pint dry-meaſure.

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MOHILA.

" The price of Cowries is 4 of the aforeſaid meaſures for 1 Dollar, and they offer to take Iron in exchange at 3 Dollars per Bar of about 42 lb.

" Employed our Longboat loading and all our other boats rafting water off, have filled 40 Tons theſe two days.

" 31ſt Fair weather with light winds all round, and frequent ſlaws from the ſhoar. The Prince Royal and his Brother in Law came on board to ſee the ſhip, ſaluted them on coming on board and leaving the ſhip with 5 guns. The Prince expreſſed a good deal of ſatisfaction at ſeeing a Europe Ship at *Mohila* and ſaid we ſhould have every thing we wanted, and that he would ſtay at this Town as long as the Ship continued here to give us his aſſiſtance.

" 1ſt June, Winds as yeſterday with cloudy weather; The *Iſlanders complain of our People taking their Coconuts and other Fruit from the Trees without paying for it*, which I have ſtrictly forbid.

" 2d, Wind and weather as before, Filled the remainder of our Caſk and took on board ſome Cowries and 20 head of Cattle.

" 3d, Winds much as before, in the Morning ſmall rain P.M. took on board our ſtock of Paddy, Plaintain Trees, Pumpkins and as much Fruit as we could ſtow.

" At 2 P.M. Hove up the ſmall bower anchor and prepared for ſailing. A. M. Took on board 7 Bullocks and only wait for a breeze off ſhoar to puſh us out, at noon a breeze ſpringing up at S W began to heave up.

" Notwith-

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MOHILA.

" Notwithſtanding the plenty with which this Iſland ſeems to abound, we could not get any more than 27 Bullocks to bring away with us, and many of them very ſmall, the Price I gave was from 2 Dollars to 6, and bought all that was brought down, Fowls are ſcarce, Paddy and Rice ſhould be ſpoke for as ſoon as you arrive and purchaſed as they bring it down in ſmall parcels.

" 4th June, At ½ paſt noon weighed with the wind at W S W and ſtood out as per log.

P. M. H	Weather	Winds	Courſe	Soundings.
1	Rain	WSW	——	——
2	——	Calm	NNE	15 to 18
3	——	——	NE	30 to 40
4	——	SEbE	——	no ground 70

" The firſt caſt we had with the lead, after we were a-weigh was only 15 fathoms, ſmall ſtones with ſhells and coral which deepened gradually to 40 fathom, when were about 5 miles from the ſhoar; after which had no ground 70 fathoms." (Capt. William Wilſon's Journal.)

Captain Mitcham's Remarks from Johanna to Mohila.

D°. " From *Johanna* to *Mohila* the Courſe is between W and W b S; in 8 or 9 fath. you may ſteer along ſhoar, and as you run down you will diſcover a *large White Houſe*, or a *Moſque without a Tower*, and a *Town* ſtanding by it, which when at anchor will bear S b E; from that *Moſque* You muſt run along ſhoar in the ſame depth of water, 'till you ſee the *other Houſe open*

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MOHILA. *at the Gable-end* and *white at bottom* and close by the shoar; when it bears S b W about 1 mile, let go your anchor in good *muddy ground*, betwixt *two Reefs* or shoals, and a small Island or Rock which will bear S b E ½ E, this Rock you will discover as you sail from Johanna to the S E end of Mohila; The Southernmost Point will bear S E b S and the Westernmost Point in sight, being low and flat with some Trees on it, and a reef of Rocks fair and dry at low water, N W ½ N 3 miles.

" The King's Town is near the said Point but you can't bring up near it, by reason of *foul ground*, nor go a shoar after ½ Ebb or before ¼ Flood, it lays so far off from the way you ride the above said Pt. * neither is there any anchoring on the N E end of this Island but where the above marks direct."

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From Capt. Sutton's M. S. Book of Nautical Remarks.

JOHANNA. " When bound into *Johanna* fall in with the S W end of the Island, and then you must give *Saddle Island*, which is the N W extreme of the Bay, a good birth, at least a mile; when you will have no ground 20 fath. and as there is a *Reef* from *Saddle Island*, extending to the Southward, 2 miles distant from the Main Island, which you will observe when running down to *Saddle Island*, be sure you keep that offing all the way down.

" When You have the Bay open by *Saddle Island*,

* Some words seem wanting here, which I am unable to supply.

you

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JOHANNA.

you muſt keep your luff as much as poſſible (there being no danger but what you ſee) leaſt the flaws, which come off the Iſland very ſtrong, ſet you out, be ing variable and no anchoring, unleſs you are near the Town, which lies in the very bite of the Bay, tho' the anchoring place is when

The Peak bears - - - - SbE½E
The Moſque - - - - - - E
The Extremes of the Bay NE Eaſterly to NWbW
and the River - - - - - SbW

" The anchoring before the Town being very bad it is not adviſeable to lye there, for your off-anchor lies in 25 fath. and your other in 7. and at low water you will not be diſtant above 2 cables-length from the ſhoar; whereas off *Brown's Gardens*, being moored in 10 fath. with your inner anchor you'll lye better, and at low water be a good ½ mile from the ſhoar.

" *Brown's Gardens* are a long range of Coconut Trees cloſe by the water-ſide, having a large *black rock* to the Eaſtward betwixt the *Town* and *them*, and the *River* where you *water* being the *extreme* of them to the *Weſtward*.

" Between *Brown's Gardens* and the *Moſque Town*, there is a *reef of rocks* which are near *dry* at *low water*, and ſpit out near a *quarter* of *a mile*; the Tide flows up and down near 2½ fath. and, as the Beach is very level, when *high water* you appear a great diſtance off, but at *low water* when the large ſtones appear in ſight, you'll find yourſelf cloſe to the ſhoar."

Directions

Directions for the *watering place* on the Iſland Socotra.

" When Socotra bore from W ½ S to S W, which was the Eaſternmoſt End of the Iſland, there are two *ſand hills* which are very remarkable. We made ourſelves to be in 12°. 47′. N. when the Iſland bore from S S W to W. off Shoar about 3 leagues, and could get no ground with 70 fath. line.—About 10 Leagues to the Weſtward of the above mentioned *ſand hills* you'll ſee *two other* ſand-hills and a *low flat point* running from the Weſternmoſt of them, about which Point is *The Town* of white buildings called by the Country People *Tamareed.* After you have paſſed that low point you have 30 fath. water, about 5 leagues from the ſhoar with gradual ſoundings 'till you anchor in 6 or 8 fath. as you pleaſe, the *Town* bearing S W b S. There is very *high land* over the Town with *notches like Chimnies.* The natives are very civil to ſtrangers, they are very poor, and the only Commodity for Trade is *Rice*, for which we had in exchange ſome *Cows, Goats, Dates*, &c. Here are good *Aloes* to be got as likewiſe ſome ſmall parcels of *Dragon's-blood*, which the Natives brought down to us and exchanged for *Rice.*

" The *Water* is *very good*, running down from the *Mountains* into a *Sandy Valley* among the *Date Trees*; You can't miſs finding it, being about a quarter of a mile from the Town," [to the Eaſtward.] (From C. Pigou's M. S. Book of Nautical Remarks.)

Com.

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Com. Watſon in ſome Nautical Mem. ſays, " He " had an opportunity to determine the length of *Soco-* " *tra* from Eaſt to Weſt as he ſailed along the *North* " *Shoar* at about 2 leagues diſtance, and found it to be P. 15 " about 80 miles from E to W, and the *N°. Side* to lye " in 13°. 0′ N. Latitude. By the medium of *Six* Ships' " runs he places the *E. End of Socotra* in 17°. 53′ W. MALDIVÉS. " from *Bombay*."

KING's ISLAND. The Plan and View of *King's Iſland* was taken from a Dutch M.S. Drawing, which I obtained from an Indian, the Pilot of a Siameſe Ship at Malacca, in 1759; it had no further explanation than what is inſerted in the Plate; the following remarks are taken from a M.S. Journal in the *Britiſh Muſeum* by Nat. Warren in Ship *Charles*, Capt. John Preſton, 1683.

" 1ſt. May, 1683. Anchored at the *Maldavia Iſland*.

" 17th. This day made obſervation on the S. End of the Iſland, which is diſtant from the Ship in the Road about *one* mile; the whole Iſland round by computation is not above 3 miles; I made by obſervation 4°. 20′. N. conſequently the *Road* lies not in above one mile more to the Northward *.

" 18th. On the Shoar of this *Maldavia Burra*, (Great Maldivé) it flows neareſt, full and change, SSW½W which is about 2ʰ. P.M.

24th. Sailed from *Maldavia* Variation ♆.

Morn. Ampl. { 8°. 4′ W ♆. Capt. / 9 30 Mr. Browning } Med. 8°. 48′. W.

* He afterwards ſays, this Obſervation was 4°. 18′. N. and reckons the middle of the Iſland 4°. 16′. N.

Deſcription

MALDIVÉS.

KING's ISLAND.

Deſcription of Maldavia Road†.

" The Iſland marked A is the form of the *Maldavia Burra*, when you are at anchor off the *Baſtion* bearing SW ½ W diſtance from the *Rocks*, (which lye heaped up all along the ſhoar,) about a Cables-length in the depth of 25 to 27 fath. water, groſs *coral rocks* which makes you ride with a ſhort-ſcope, *one faſt* a ſhoar to the Rocks to keep your Ship from winding, and a *ſtern faſt* to the Eaſtward, and a ſmall anchor in 6 fath. water cloſe in to the Weſtward, and your *ſmall* or *beſt Bower Anchor* laid out to the NW, againſt a NW wind which blows ſometimes very hard; and no other wind with the Weſterly Monſoon can hurt you.

" Within theſe *Rocks* ride all the Boats having from 6. 8. to 10 feet water within, the *openings* they ſhut with a *Boom* at night or at pleaſure and lock it, after which cannot get out nor come in without an order from the King.—The Ships ride all along the ſhoar from the upper Boom to the lower, with the King's-Moorings called *Muckawes* or *Kellickes*."

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COMORO ISLANDS

Capt. Mitcham's Remarks concerning Comoro.

COMORO.

" As you near the Weſternmoſt Point of *Comoro*, You'll diſcover a *round ſmall Iſland**, not unlike that at *Johanna*, which you muſt round and ſteer along

P. 16/4

† In the original Deſcription there are *Letters* of reference to the *Drawings*, but there are no ſuch *Letters* in the *Drawings*, which are vrey rude ſketches.

* There is no ſuch Iſland in *Sibbald's Plan*.

ſhoar

COMORO.

ſhoar to the *Northernmoſt End* of the Iſland, to which Point you muſt give a birth of 2 miles, and when round *the Point* haul in for the land, ſteering NE and NEbN and when you bring

A Black Bluff Point - - - - - SbW½W
And the Eaſternmoſt Land in ſight - - EbN

and at the ſame time ſee *two Coconut Trees* abreaſt and open, nigh the ſhoar; you may then anchor in 16 fath. *ſandy ground*; Here are *Reefs* to the Eaſtward and Weſtward of you. Lay your B. Bower to the Weſtward for the freſh gales at SW. *Here's a ſtrong Current running under water, but on the ſurface you'll find none hardly.* You'll lye about *one mile* at high water and *half* a *mile* at low water from the ſhoar.

D°. *Deſcription* of Comoro by C. Will. Webber, junior, Oxford, 1759.

" This Iſland is large and high land, I do not apprehend there is the leaſt danger in approaching any part of it, nor do I believe there is any ſuch *Rock* to the *Weſtward* of *It*, as is laid down in the Draught, for coming from *Mozambique* I made it at 14 leagues diſtance, bearing NE½E; but being unacquainted, and night coming on, we lay to till morning, when we ſteered along ſhore, about a mile and a half or two miles diſtant, all the way to the *North* part of the *Iſland*, to which *Point*, when you get the length of it, you muſt give a good birth, at leaſt two miles, and then haul in for the *King's Town*,

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COMORO. which you will ſee plainly; but the place for anchoring is about a mile or a mile and a half to the weſtward of the *Town*, oppoſite a little *Sandy Beach*, but is by no means adviſeable for a ſhip to anchor nearer in ſhore than 30 or 35 fath. water at leaſt, as even at that depth they will be but *two cables length* from the *Breakers*. The Bearings for anchorage are

The Eaſternmoſt Point of Land in ſight - -	E.
King's Town - - - - -	ESE
Black Rocky Point - - - -	S b W

diſtant off the ſhoar about *two* miles.

" It is very neceſſary for a ſhip when ſhe gets round the *North Point* of the *Iſland* to hoiſt out all her Boats in readineſs for towing, as the *High Land* totally excludes you from the Monſoon, and you are ſubject to nothing but Calms and Light Airs; added to which there is a *Tide* here, which ebbs and flows to a prodigious degree, whereby I found it extremely difficult to get in near enough to lay hold of anchor-ground; for it is ſteep to, 'till you come upon the *Bank*, which does not deſcend with an even or gradual declivity from the ſhoar, but goes off almoſt perpendicularly at once, and cloſe to it, before you get *Soundings* with 30 fath. you will not be able to find ground with 70 or 80, which I believe is the caſe all round the Iſland at the diſtance of a mile and half or two miles from the ſhoar. The Place of Anchoring would be very dangerous was it liable to any gales of wind, but it is entirely ſheltered from the Monſoon, and I believe there very ſeldom happens any gale of

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COMORO.

of wind from other quarters ſtrong enough to endanger a ſhip.

" The Iſland abounds with plenty of very good Bullocks, Sheep, Goats, Oranges and Lemons, Plantains, &c. but I do not apprehend that a ſhip could be conveniently ſupplied with *water*, there being a great ſcarcity at, and near the *King's-Town*; inſomuch that I was obliged to ſend water from the ſhip for the uſe of my people on ſhoar, but I make no doubt there is Water enough upon the Iſland, however troubleſome it may be in procuring of it.

" There is nothing to be done here till His Majeſty is addreſſed, when he will contract with you for the particular prices of particular commodities, I agreed with him, *Six* Dollars for a *large Bullock*, and *Five* for a *ſmall* one, but a ſingle ſhip may I believe make her own prices for any thing. The Sheep and Goats are ſome of the fineſt I ever ſaw. His Majeſty will barter with you for Muſquets, Blunderbuſſes and Iron, and will give a very good price for them; and Fruit, &c. may be procured for Razors, Spoons, Knives, Buttons, &c. of all which they are very fond, and it is not unprofitable to preſent the King with a Muſquet and ſome Powder, or any other little thing on your firſt Onſet."

P. 19

MEW-BAY in Strait of SUNDA.

Deſcription of Mew-Bay by Com. *John Watſon* of Ship Revenge, April 1762.

" You may run into the *Bay*, ſo as to be entirely ſheltered from the Weſterly Winds, as there is no danger

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but what is on either ſhoar, the middle being all clear ground: The *Watering-place* is on the *Main*, and very convenient, being a ſmall *Caſcade* that falls into the Sea; but your Boat can go on ſhoar only at *high water*, as you have coral rocks along ſhoar. Neither *Iſland* nor *Main* are inhabited; towards *Java Head* on the *Main* are great quantities of Buffaloes, and Wild Cattle, and a variety of other Wild Creatures. On the *Iſland* cut down a Tree that had a leaf and Fruit growing in the ſame manner as the *Nutmeg* with the *Mace* around it; It was young and ſoft, and had *not* the leaſt *Aromatick Smell or Taſte*. Whether the *Nutmeg* is ſo, when young, deſerves to be enquired into."

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ZUTPHEN ISLANDS, or, HOUNDS ISLANDS.

The Plan of theſe Iſlands is taken from a Dutch M. S. In the Latham 1765, I took a *View* as we lay at Anchor to the *ſouthward* of them, but having miſlaid my Journal I cannot give that *View* or what remarks I may then have made; the only Account I have met with of theſe Iſlands is the following very imperfect one, it is without year or name.

" 19th Febry. anchored in 12 fath.

North Iſland - - - - - - -	NbE 2 miles
The *outermoſt* of the *Houndts Iſland* - - -	SbW½W
Diſtant from the *Nothernmoſt Siſter* about - -	2 miles

" At 6 AM the Wind at WSW weighed, at Noon the Wind being at SbW and the current againſt us obliged us to bear away for *Houndts Bay* had from 25 to 30 fath. in ſight of the *Stream Rock*.

20th

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" 20th Febry. anchored in *Houndts Bay* in 19 fath. ſoft ground with ſome Stones,

The W. End of *Thwart the Way* - - - - S ½ E
The *Outermoſt* of the *Houndts Iſlands* - - S b W. ½ W
The *Nn. Siſter* - - - - - N b E 4 or 5 miles.

from the *Sumatra* Shoar 3 miles, and from *Houndts Iſlands* 2 miles.

" From theſe *Bearings* I went in the Pinnace to ſound; I went firſt directly *Weſt* for the *Sumatra Shoar* and ſhoalend the water gradually from 19 to 7 fath. in about 1½ mile diſtance, from thence I rowed along ſhoar and found in *a Bay* on *Sumatra* a ſmall *freſh river* near to the *Houndts Iſlands* where a ſhip may water and wood extremely well in the Weſterly Monſoon. From thence I went on ſhoar on the *Northernmoſt Houndts Iſland*, about 1½ cable length from another of them where we gathered *Coconuts* from the Trees (for it is quite uninhabited.) From this *Iſland* I went *South* a quarter mile and had 23 fath. *Sand and Shells*, and at ½ a mile diſtance had 22, and ſo ſhoal'd it gradually all the way to the Ship, from which Soundings it is plain a Ship may borrow in what depth ſhe pleaſes near theſe Iſlands."

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MOHILLA.

P 12/5 The *Hon. Thomas Howe*'s Obſervations concerning Mohilla, in the Winchelſea, 1762.

15th Auguſt, At 7h. A.M. The S S E point of the *Iſland Mohilla*, bore nearly N E ½ N
and The L. Extr. of the Weſtmoſt S°. *Iſland* N ½ E, diſt. abt 6 leag.
[At 9½ The W. End of the Iſland - - N ½ W
The E. End - - - - - N E
Low Hummock with a white Cliff N b E { off ſhore 4 or 5 leagues
The N°. End of Johanna - - N E E Log-Book]
Noon Lat. O. 12°. 30′. S. Bearings ~~of~~ Mag. Compaſs.
⊙63°. 15′½. + 16′ − 5′ = 63°. 26′½. ZD. 26°. 33′½. MDecl. 14°. 3′½. = Lat. 12°. 30′. S.
The S S E point of *Mohilla* - E N E ¾ N abt 4¾ leag.
One *ſmall Iſland*, cloſe to the S S E pt.
almoſt, but open from it;
One of the S°. *Iſlands* - - N b E ¼ E 7 or 8 miles.
Another of the S°. *Iſlands* - N ¾ E
A ſmall Iſland to the *Eaſtward* of that which bore N b E ¼ E
Another to the *weſtward* of that which bore - N ¼ E

And *one* between the *two*; Theſe *three* very ſmall and near the *Great one*.

The N W Extr. of *Mohilla* - N b W { weſterly 9 or 10 miles

(this was the *Weſtmoſt Extreme* of the *W^t moſt S° Iſland*, appearing then as if it joined to *Mohilla*.)

The *higheſt* part of *Mohilla* is towards the N W^t part; and *Johanna* covered with Clouds.

	H M		
16. P. M.	2. 15.	The L. Extr. of the *Weſtmoſt South Iſland* about 3 miles diſt. and The *S W point* of *Mohilla* in one	N b E 17 and 18 fath. coral rock
	2. 35.	The R. Ext. of the *Great South Iſlands*, and The *S S E point* of *Mohilla* in one	E 7°. S
	3. 45.	Shut in the *Rock* off the *S W point* of *Mohilla*, with the *Land* when it bore	N E ¾ N.

The *two Eaſternmoſt S° Iſlands* lie from one another about E S E and W N W. They are *high* and *barren* except on the *Northmoſt* part of the *Eaſtmoſt*, where there are ſome *Coco nut* or *Beetle nut Trees*; Their *length* is towards the *North* and *South* nearly, or N b E and S b W rather.

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P. M. H M

An *inner Great South Iſland* and to appearance the *Eaſternmoſt* one, and } ESE
The *SSE point* of *Mohilla* in one

4. 35. The *SSW and SSE points* of *Mohilla* in one E 26°. S.

5. 50. Theſe Bearings not very exact, owing to iron near the Compaſs.

The *Rocks* cloſe to the *NW point* of *Mohilla* } E b N ½ N abt 4 miles
The S W *Rock* (diſtant from the Shoar near the S W *point* 3 miles } S E ¾ E 2½ d°.
A *Point* (between the S W and S S W *points* S b E ¾ E 5 d°.
The R. Extr. of the *South Iſlands* - - S ¼ W
The *High Land* on the South Side of *Comoro* no ground 35 fath. N ¼ W

LOG BOOK.

H	Weather	Winds	Courſe	K	F	
1				3		
2				4		
3				3		
4				4		
5				5		
6				3		
7				2	3	35 fath. no ground
				2		
8			ENE	2		30 ground
				2	2	26 d°.
9	Came to anchor in - -					37 Bearings when came to,
10			Current			The *Extremes* of *Mohilla* from W ½ S to S E } 3′ or 4′ off the neareſt part
11			SW ½ S	1	3	The Body of *Johanna* - S E b E ½ E
12		ENE		1	2	The *Higheſt* part of *Comoro* N b E ½ E
1			SW		4	
2					5	
3				1		
4				1		

8 Weighed and ſtood along ſhore to find the *watering place* *.]

* N. B. I have copied the Log Book *exactly*, although ſeveral *Courſes* are *omitted* as well as *Soundings*.

Hon.

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Hon. *Mr. Howe's* Obſervations.

	H. M.		
A. M.	9. 40.	The R. Ext. of the S°. *Iſlands*, and The SW. *Point* of *Mohilla* in one	S.10°—W
	10.	The NW. and The SW. *Points* in one (about 4 miles aſunder)	S.30—W
	10. 5.	The *Double NW. Point* in one	S.35—W
	10. 8.	The SW. *Rock* and The NW *Point* in one	S.39—W
	10. 19. and 10. 56.	The NNW and NNE *Points* (which *laſt* is a *low Coconut Tree Point*) in one The NNW and NW *Points* are about 3 miles aſunder and bear from one another about	E.36—S EbN and WbS

17th. At *Anchor*, about half a mile to the *Eaſtward* of the *Watering Place*, in 22 fath. *coarſe ſands and ſhells*, with ſome *rocks*, I imagine, as we found afterwards our Cable rub'd and hawſer cut or rub'd thro'.

Bearings as follow:

Johana,		fr. E27°.—S to E 9. 30S
	Peak alt. cor. 0°. 47′.	E18.—S
Comoro,	The NE. moſt viſible Ext. (very faint)	due N°.
	The S°. End	fr. N½W due to N21.—W
	The SSE Point	N 6.—W diſt. about 7 leag.
	Alt. cor. of the *High Land* of the *South End* 1°. 57′	
Mohilla,	fr. The NNE, or *Coconut Tree* Point,	SE exactly, 4 or 5 miles diſt.
	to The NNW. Point	Wo°. 30′ N. 3 miles.
	A *Point* of High Land over, and *far beyond*, The *Coconut Tree Point*	S 40.—E

N. B. By the appearance of the Land, on the 18th in the morning, I think the *Point* did not ſtretch above 30 min. of *Bearings* more North Eaſterly.

The *Surf* or *Breakers* off the *Coconut Tree Point* as far out as	E41.—S
The *Watering Place*, about 1¾ mile,	WSW¾S
The *Higheſt part* of the *Iſland*, (*being* a *Peak* about 3 miles *inland*) Alt. to the Water's edge 8°. 17′. diſtance off the ſhoar about 1½. mile, from the *ſurf one* mile.	SWbS

The *Surf* or *Breakers* run, from juſt to the *Eaſtward* of the *Watering Place*, to *beyond* the *Coconut-Tree Point*; (How *much* beyond

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MOHILA. beyond, I do not know) all the way about *half* a *mile* from the ſhoar; The Weſternmoſt part, over which I went in my boat, I found to be a *ledge* of *rocks* about 6 *feet* under water running parallel to the Coaſt; within them *deeper water*, and, to appearance, a *clear ſandy* bottom.

On the W. ſide of the *Coconut-tree Point*, there is a *large Town* called *Brocky*; but the *King's Town* is, I believe, 2 or 3 miles farther to the *Eaſtward*.

The *Watering Place* is a *Pond* ſupplied by ſeveral *ſprings* in a *ſmall Bay*, (I think the *third* from The NNW. *Point*.) The *Point* on the *Weſt* ſide, ſtretching out about *half* a *mile* more to the *Northward*, than that on the *Eaſt* ſide, which is almoſt even with the *Eaſtern Coaſt*. On the *Bar*, which appeared to be a *clear ſandy bottom*, is 5 fath. at *low water*, abreaſt of the *Weſtern Point*, within that 6, thence decreaſing gradually to the *ſhoar*, about $\frac{1}{4}$ of a mile within the *W. Point* 4 fath. at *low* water, *ſandy* ground; The *Freſh Water Pond* is about 50 yards from *low water mark*, covered from the Sea by a Bank of Sand over which the Caſks were rolled.

Noon Lat. of the *Watering Place* 12°. 13′. 30″. S. by Obſervation aſhore.

⊙ 64°. 8′. 30″ +16′ −3′ =8 feet $-0'\frac{1}{2}$ = 64°. 21′. ZD. 25°. 39′. MDecl. 13°. $25'\frac{1}{2}$. = Lat. 12°. $13'\frac{1}{2}$. S.

18th. Aug. 1762. At 7. PM. Weighed and made ſail.

11. Body of *Mohila* - S°. 6 leags.

Day light The Extr. of *Mohila* { fr. SWbW $\frac{1}{2}$W to SSE $\frac{3}{4}$E } diſtance off ſhore 6 leag.

The *High Land* of *Comoro* NNW.

Johannna - { fr. EbS to SSE $\frac{3}{4}$S. Log Book.]

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The Hon. *Mr. Howe*'s Obſervations.

At Noon Lat. O. 12°. 8′. 30″. S.

⊙64°. 34′.½ +16′ −4′½−0′½=64°. 45′½. ZD. 25°. 14′½. MDecl. 13°. 6′.=Lat 12°. 8′. 30″ S.

Bearings as follow :

Mohila,	The NNW *Point* - - - -	W	11°.	30′.	S. diſt. about 3½ leagues
	Watering-place - - - - -	W	21.	15.	S. diſt. 8 miles per obſerv.
	E. Extreme - - - - - - -	S	1.	35.	W. about 4 leagues.
	An *Iſland,* about the ſize of one of the *So. Iſlands* - - - -	S	0.	35.	W. 4½ leagues
	A *ſmall,* but *high,* Iſland - -	S	9.	30.	E. 4½ leagues

Alt. cor. of *Mohilla* =1°. 58′½.

Alt. cor. (of the Peak which was the higheſt part when we were at anchor off the *Watering-place)* 1°. 53′½.

Johanna,	The SW.moſt part - - - -	E	33.	—	S
	The NW. point of *Saddle Iſland* (Point not viſible, I think, to the extreme Point) making like *broken Iſlands* juſt diſcernible.	E	17.	55	S
	The NE. point - - - - - -	E	9.	55	S
Comoro,	The NE Extr. very faint ÷ -	N	14.	—	W
	The S°. End of *Comoro* - fr.	N	23.	5	W
	The S°. End of *Comoro* - to	N	40.	5	W

The High Land of the *North* end of *Comoro* appeared in the middle between the NE extreme and the *S°. end,* or rather more NEward. It is *not near ſo high* as *That* on the *South end.*

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The *Hon. Thomas Howe*'s Obſervations concerning *Mohila* in the Nottingham, 1766.

Th. 10th July	H.M.	Weather	Winds	Courſe	K	F	Soundings	Remarks.
	1.—	Fair	S, SSE	NNW¼W	1	3	—	Fair weather and moderate breezes
				NbW½W	1	—	—	At 1. P.M. ſent 2d. mate a-head and in ſhoar to ſound.
	1.30	——	——	N½W	1	3	—	no ground 50.
	1.50	——	——	NNW	—	—	42	*ſand and coral*, paſſed the *SE Iſland* off *Mohila* (which is a *ſmall high* rock) at about 2 cables length diſt. in 42 ſand and coral haul'd in for the main Iſland, till 2h½ PM. ſhoaling gradually to 25 ſand and coral.
	2.—	——	——	NWbN	1	2	35	*ditto*
	2.25	——	——	NWbW	3	4	25	*ditto*
	3.—	——	——		—	—	25	*ditto*
	3. 7	——	——	NWbN	—	—	20	*black ſand*, at 3h. 7m. off the *1ſt Rock* about 3 cables length, 20 black ſand kept ſtanding along ſhore at 1′ diſt. or ſometimes more, in from 23 to 35 ſand with ſhells and coral.
	3.17	——	——	D°.	—	—		
	3.25	——	——	NWbN½N	—	—	23	*grey ſand and ſhells.*
	3.35	——	——	D°.	—	—	35	*ditto*
	3.52	——	——	D°.	—	—	20	*brown gravel and ſhells*, then off the *2d rock* about 1′. diſt.
	4.—	——	——	D°.	—	—		
	4.10	——	——	NWbW	—	—		
	4.26	——	——	NW½W	—	—	21	*ditto*
	4.45	——	——	——	—	—	17	—— oppoſite to the *1ſt Town* diſt. 2′.
	5.—	——	——	——	—	—	12. 11.	
	5.10	——	——	NWbW	—	—	8	—— diſt. off ſhore 1½ mile, haul'd off and in again ſoon after.
	5.25	——	——	——	—	—	8	came to anchor in 8 fath. mud.

At 4h. 45m. abreaſt of the Bay before the 1ſt *Town* which the Natives call *Mo allee Moojeny* in 17 fath. about *two* miles off; *This* is the *largeſt Town* on the *Iſland* ſtanding on the NE. ſide of a *Hill*, with *two* other *ſmaller Towns* in the bottom under it: The *Moſque* (reſembling an Engliſh brown Barn) the Gable-end to the NEward, is one of the marks for the *Road*. Standing along ſhore at about 1½ mile diſtance, ſhoaled gradually, to 8 fath. on which haul'd off, and in again ſoon after.

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Bearings of Points, &c. in one.

SE and SW *Points* of *Mohila* - - - - - - -	W	25°.	—N.
SE Iſland and *Inner SE Iſland* - - - - - -	W	2.	—S.
SE Point of *Mohila* and 1ſt. *Iſland* - - - - -	W	22.	—N
D°. - - - - - and Ext. of *two high Iſlands*	fr. W	19.	—N
	to W	8.	—N
Inner SE *Iſland* and SE *Point* in one - - - - -	W	1.	—S
The *low Point* near the *King's Town* in one with The SE Point (qu.) - - - - - - - - - -	S	41.	—E

Bearings at anchor in 8 fath. *mud*, a little ſhort of where the Cutter lay about a mile off ſhore oppoſite to the *Town* of *Sohār*.

The *Moſque* of *Mō ăllee Mōojēny* - - - - - - - -	SbE
The *Moſque* (cloſe to the Sea-ſide, and like the former)	SbW
The SE *Iſland* - - - - - - - - - - - - - -	*SEbS
The Extr. of *Mohilla* - - - - - - - - - - - -	fr. SEbS 2 leagues to NW½N 2½ miles

which are the proper bearings; but when had veered away a cable and half, ſhoal'd the water quick with hard ground and the rudder touched.—Hove in the Cable again and ſent the ſecond-mate to ſound in ſhoar and round the Ship's ſtern, her head being to the SEward; He found *rocks* and *ſhoal water* a ſtern and without us. Sent out the Kedge anchor to the Eaſtward; Took up the B. Bower and let it go again in 13 fath. mud.

In the forenoon had a freſh ſquall from the Seaward with much rain; when it cleared up again ſent the Chief mate to ſound in ſhore about the ſhip; he found *rocks* mixed with *mud* with *little water* on them, at about ⅞ of a Cable's length in ſhoar and *foul*

* Mr. Hall, the ſecond-mate's Journal, ſays SE½S.

ground

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ground at not a great diſtance all round the ſhip, except to the Eaſtward and SE.ward where he did not ſound.

Fr. 11. Finding we could not get freſh proviſions 'till I went aſhore to to the King, who had ſent off that he was waiting for me, I went aſhore leaving orders with the Chief mate to ſound out to the Eaſtward, and if he found good ground to moor the ſhip with the ſmall Bower, that way which was done in the Evening.

N. B. The chief mate's Journal ſays, " notwithſtanding we " imagined ourſelves to lye in a good *muddy* bottom, found on " *ſounding* there was a number of *ſingle large ſharp rocks* in the " *mud* on ſome of which ſounded, and had no more than 4 or 5 " fath. water and the lead would then frequently fall off the rock, " 4 or 5 fath. deeper 'till it was down in the *mud*.

" At $9\frac{1}{2}^{h}$. A.M. Parted the S. Bower Cable and Kedge Haw- " ſer immediately hove ſhort on the B. Bower, as the Ship tailed " very near the reef; and found as it came in, it was much cut " in two places with the rocks, likewiſe found the S. Bower Cable " to have been cut with a rock.

" When the Ship ſwung to her B. Bower anchor,

The Eaſternmoſt *Rock* bore - - - - - - - S37°.—E.
and The NW part of *Mohila* in ſight - - - - N50. —W.

S. 12th.

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S. 12th.	H.	Weather	Winds	Course	K	F	Soundings.
	1.—	Cloudy	SSE				At 2½h. P.M. weighed and ſtood out, while we cut the B. Bower Cable (which was rub'd) and bent it again.
	2.—						
	3.—						
	4.—		EbS	NEbN	2	—	
	5.—		SEbS ESE	SWbS NE	1	2	On turning to windward found the current ſent us to *leeward* of the *road*.
	6.—				1	—	
	7.—		Variable	N	1	—	At 6 P.M. *Mobila* fr. SEbS to WNW } diſt. 4′ or 5′.
	8.—				—	—	30 *coral rock*
	9.—		S	ESE	1	—	28.30 *d°*. Finding the ground all *coral* kept working to the SE.ward againſt
	10.—				1	4	34.38 *d°*. the curr. all night with light winds.
	11.—				1	2	40.42 *d°*. Burnt a blue light
	12.—		SbW	SEbE	1	4	42.45 *coral*
	1.—	Squally	S	ESE	2	—	46.48 At day light *Mobila* fr. SEbS to WbS } diſt. 5′ or 6′.
	2.—				1	5	*no ground* 50
	3. 5		Calm	Hd.Nd.	—	—	
	6.—		SSE	SW	1	2	*no ground* 60.
	7.—				3	—	50 and 25 *coral rock*. At 9 AM. the boats returned aboard.
	8.—		SEbS	EbN	3	4	
	9.—		SE	SSW	3	—	
	10.12		Lay to, and took on board the ſick and tents.				

At 10 A. M. *tacked* and endeavoured to fetch into the *watering* Place, which was at in *Winchelſea*'s Voyage 1762. but not being able to fetch quite in; anchored about *half a mile* to leeward of it, in 15 fath. coral but the anchor coming home the Ship drove off the Bank.

The anchoring ground off the *Watering-place* is *coarſe ſand* with ſome *coral*.

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Cap^{n}. Walter Alves's Bearings by which the Chart of *Romania Strait* is conſtructed.

" Stat. on board the Ship at *anchor* where the anchor is marked.

Iſland	A	S 7°. W	eſtimated diſtance 2 $\frac{1}{8}$
	B	S 5. E	
	C	S 2. W	
	D	S 23. E	
	E	S 21. E	
	F	S 61. E	
	G	S 48. E	
N°.moſt *Rocks* above water		fr. S 42. E to S 46. E	
S°.moſt d°.	d°. (Et. part)	S 1. E	
3^{d}. *Point* on the *Main*		S 27. W	
4th *Point*	d°.	S 44. W	
N°.*moſt* Land inſight		N 2. E	

This *Point* terminates a *Bay* formed by *it* and the 4th *Point*.

" Stat. on N°. *points of Iſland* A (which are not above 100 yards diſtant from each other.)

Iſland	B	S 50. E	
Eaſternmoſt Ext. of C and D in one		N 42. E	
	E	N 89. E	
N°.m^{t}.*Rocks* &	F	N 30. E	
	G	N 39. E	
1^{ſt}. *Point*		S 78. W	
2^{d}. *D°.*		S 83. W	
3^{d}. *D°.*		N 74. W	diſt. by eſtima^{n}. $\frac{3}{4}$ of a mile
4th. *D°.*		N 53. W	
S°.moſt *Rocks*		S 10. E	
N°.*moſt* Point		N 8. E	

" Stat. on 3^{d}. *Point* of the *Main*.

S°.moſt *Rocks*	S 45. E	
N°. Ext. of *Iſlands* C and E in one	S 84. E	
Iſland	D	N 74. E
	F	N 50. E
	G	N 60. E
N°.moſt *Rocks*	N 53. E	
1^{ſt}. *Point* ſhut in with 2^{d}. *Point*		
2^{d}. *Point*	S 60. W	
Outm^{t}. rocks off it	S 47. W	
4th. Point	N 3. E	
The Ship at *anchor*	N 27. E	
N°. *Point*	N 12. E	

N. B. *Iſland* B not in ſight from this Station.

" I only

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" I only eſtimated the *diſtance* from the *Iſland* A and the *Point* oppoſite or 3d. *Point*, which is the narroweſt part of the *Strait*; I imagine it to be $\frac{3}{4}$ of a mile, and the diſtance from the *Ship* to the *Iſland* A, I allow about $2\frac{1}{8}$ miles and the *ſame* to the 3d. *Point*; all the reſt of the *Iſlands*, &c. are placed where the *Bearings* taken at the different *ſtations* interſect.

" A Chineſe Junk that had kept us company for ſome days, bore away at the *Southern Entrance* of the *Strait*, and went *without* the *Iſlands* not above a *mile*, or a *mile and half* diſtant from *them* at *moſt*, I imagine ſhe might draw 8 or 9 feet water at leaſt.

" Had only *once* ſight of *Pedro Blanco* between the Squalls then it bore from the *Iſland* A. S 73°.E diſtant by eſtimation about four leagues.

WALTER ALVES."

I have myſelf paſſed thro' this *Strait twice*, but had no opportunity to make an *exact plan* of *it*; the whole coaſt is very *woody*, generally with a *ſandy beach*. In the *Cuddalore* 1762, the *leaſt* water I had was $4\frac{1}{2}$ fath. except *one* caſt, 4 fath. ſand. In the *London* 1763, I had running down towards the iſlands, no leſs than $4\frac{1}{4}$, which was $\frac{1}{4}$ leſs than what I had in the Cuddalore; but my ſoundings were *then ſand*, and in the *London* they were *mud*.

ALEXANDER DALRYMPLE.

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FLESH BAY,
or
BAY S.T BRAS.

From Van Keulen.

NB. This Plan is in the Old Editions

W. Palmer sculp.

Published according to Act of Parliament, by A. Dalrymple, 5th Febr.y 1774.

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MOSSELL BAY
on the *S.t COAST*
of
AFRICA.
From Van Keulen.

NB. This Plan has no date but is in the early Editions

Published according to Act of Parliament, by A Dalrymple, 5th Febr 1774.

W. Palmer Sculp.

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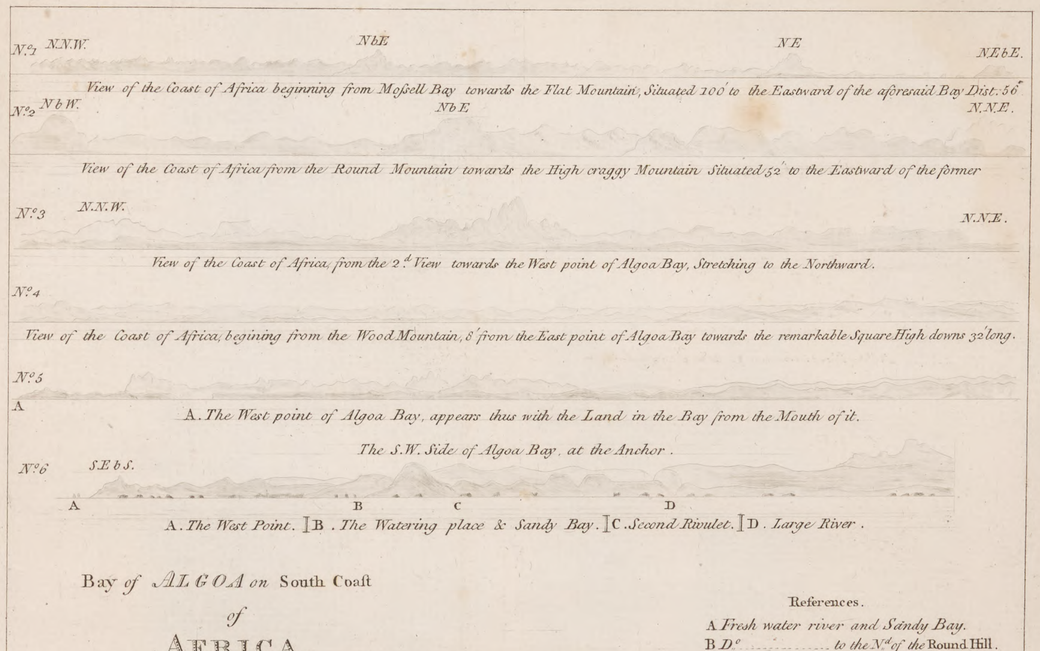

N°1 N.N.W. N b E N E N E b E.
View of the Coast of Africa beginning from Mossell Bay towards the Flat Mountain, Situated 100' to the Eastward of the aforesaid Bay Dist: 56'
N°2 N b W. N b E N.N.E.
View of the Coast of Africa from the Round Mountain towards the High craggy Mountain Situated 52' to the Eastward of the former
N°3 N.N.W. N.N.E.
View of the Coast of Africa, from the 2d View towards the West point of Algoa Bay, Stretching to the Northward.
N°4
View of the Coast of Africa, begining from the Wood Mountain, 8' from the East point of Algoa Bay towards the remarkable Square High downs 32' long.
N°5
A
A. The West point of Algoa Bay, appears thus with the Land in the Bay from the Mouth of it.
The S.W. Side of Algoa Bay, at the Anchor.
N°6 S.E b S.
A B C D
A. The West Point. | B. The Watering place & Sandy Bay. | C. Second Riwulet. | D. Large River.

Bay of *ALGOA* on South Coast

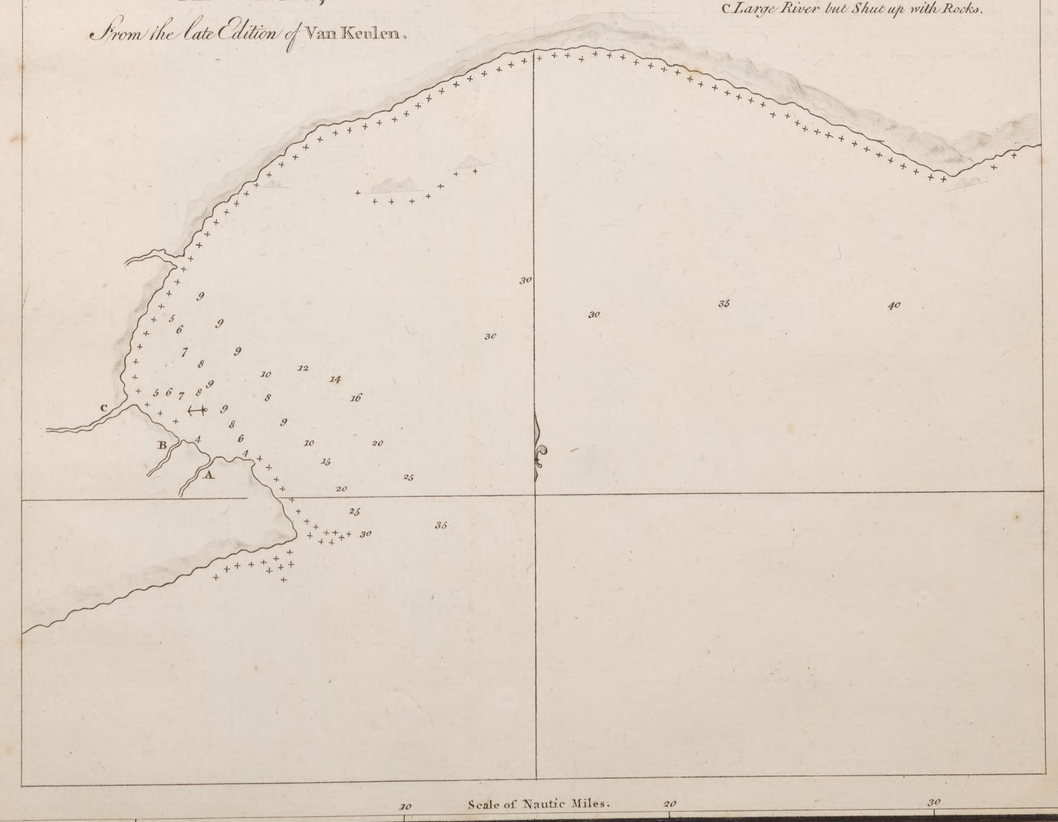
of

AFRICA,

From the late Edition of Van Keulen.

References.

A *Fresh water river and Sandy Bay.*
B *D.o* ..... *to the N.d of the* Round Hill.
C *Large River but Shut up with Rocks.*



Publish'd according to Act of Parliament by A. Dalrymple 5 Feb.y 1774.

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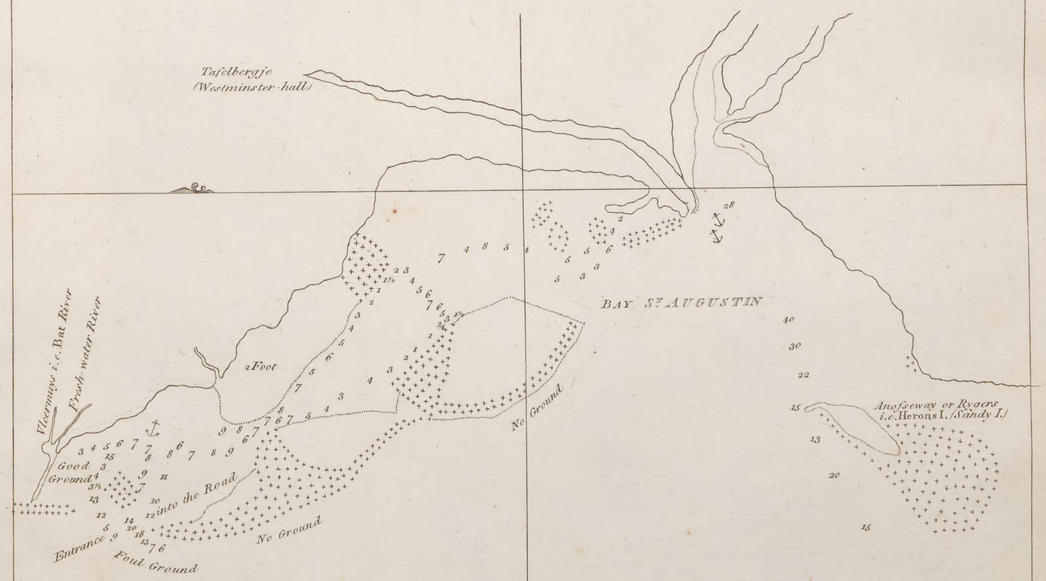
I. Court delin. Ilchester 1750.

1 Two Bluffheads, the Entrance of S.t Augustins Bay bearing ... S S E ½ E. 7 Leag.s
2 Callil Westminster Hall ... S E. ... 5 Leag.s
3 A remarkable Gap in the Land ... E b N.



Plan of TOLLEAR Bay
on
MADAGASCAR.
From Van Keulen.

N.B. This Plan has no date, but appears to have been laid down from Observations in y.e Ship Schuylenburg 1755.

W. Palmer sculp

Published according to Act of Parliament, by A. Dalrymple, Feb.y 3.d 1774.

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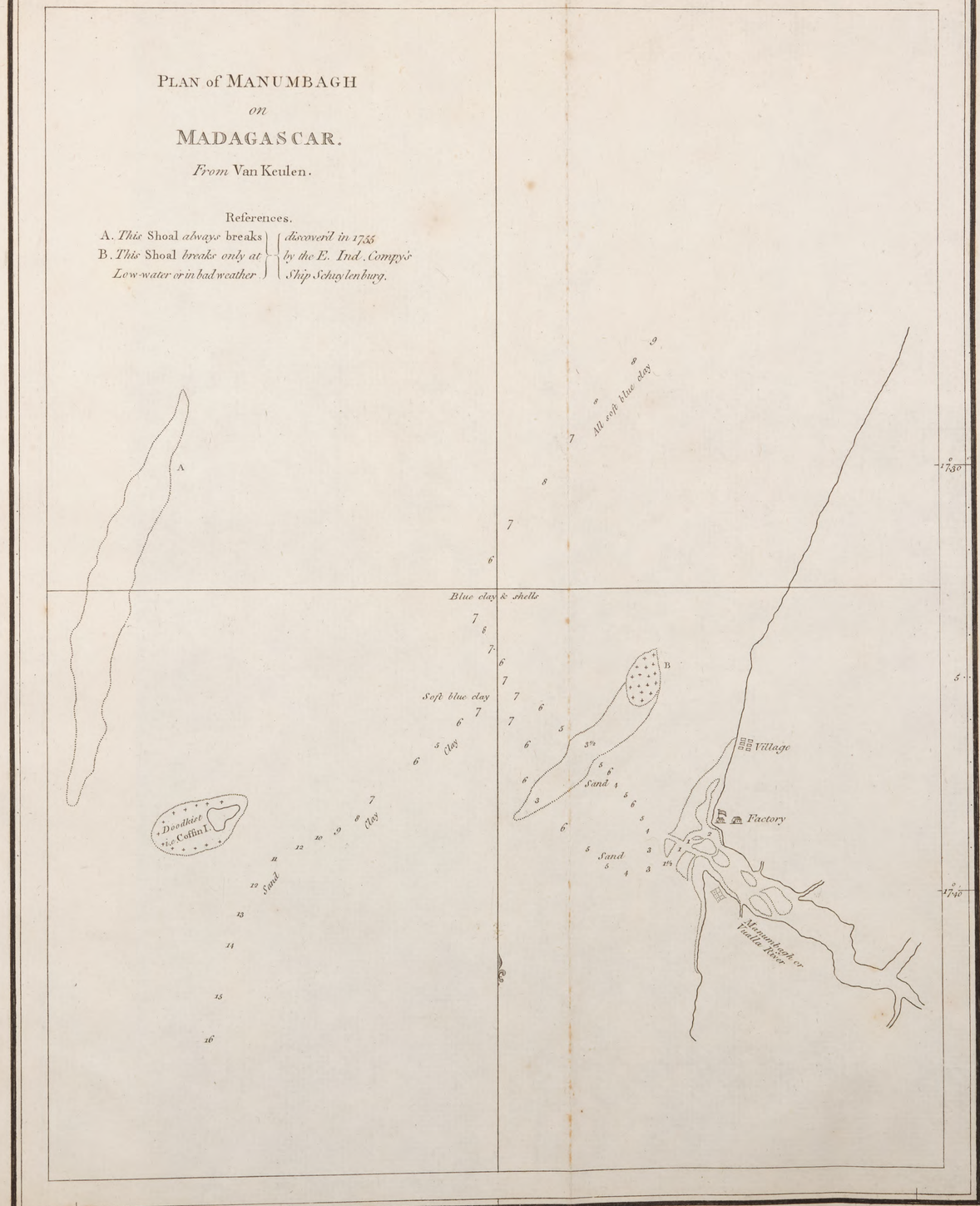
PLAN of MANUMBAGH
on
MADAGASCAR.
From Van Keulen.

References.

A. *This* Shoal *always* breaks } *discoverd in 1755*
B. *This* Shoal *breaks only at Low-water or in bad weather* } *by the E. Ind. Compy's Ship Schuylenburg.*



Published according to Act of Parliament, by A. Dalrymple, 5th Feb.y 1774.

W. Palmer sculp.

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From a M.S received from
Capt. Peter Fea.

EAST COAST OF MADAGASCAR

R. Manivoulli
5 fath. depth

LONG POINT on MADAGASCAR

Lat: 17° 30 S. Var^n 19 30 W.

References.

A *The* Reef *on the* East *side of the* Entrance.
B *Small* reef *of* breakers *on the* Flood.
C *The* Entrance *of the* River.
D Breakers *at the* Flood.
E *A* Reef.
F *The* Village.
G LONG-Point.

Scale of Nautic Miles.

1 2 3 4 5 10 15 20

J. Russell Sculp.

Published according to Act of Parliament by A. Dalrymple 8 Feb^y 1774.

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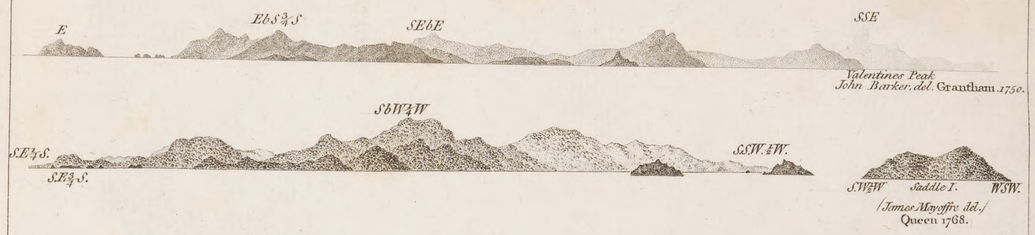


PLAN *of the NW part of the* Island

MAYOTTA,

Lat. 12. 44. *S.*

By M.r Watson *in the* Norfolk, *1754.*

With some additions by Capt.n Peter Pigou *of the* British King.

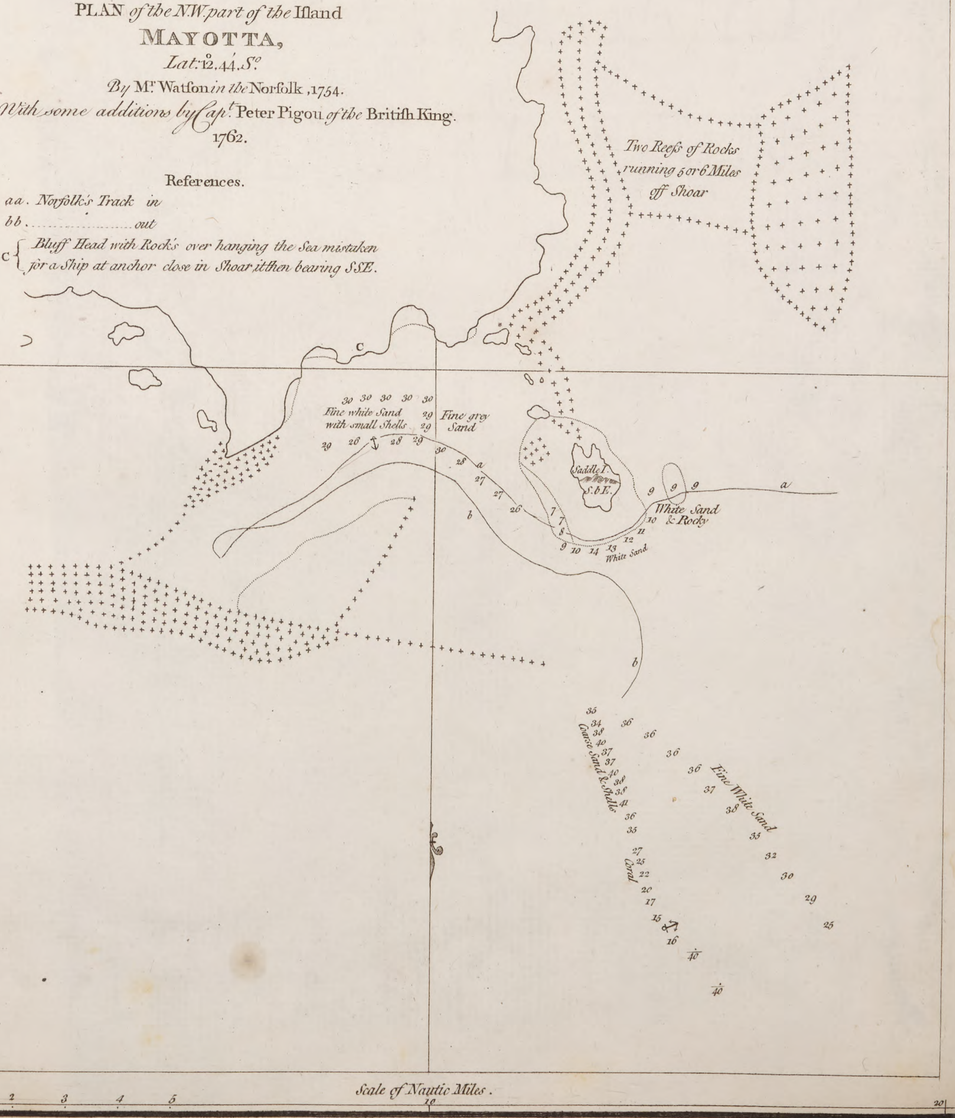
1762.

References.

aa. *Norfolk's Track in*

bb ..... *out*

c { *Bluff Head with Rocks over hanging the Sea mistaken for a Ship at anchor close in Shoar it then bearing SSE.*


Two Reefs of Rocks running 5 or 6 Miles off Shoar
Fine white Sand with small Shells
Fine grey Sand
Saddle I. S. b E.
White Sand & Rocky
White Sand
Coarse Sand & Pebbles
Fine White Sand
Coral
Scale of Nautic Miles.

Publish'd according to Act of Parliament by A. Dalrymple. 5th Feb.y 1774.

S. Byle. sculp.

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Plan *of the W. Side of*

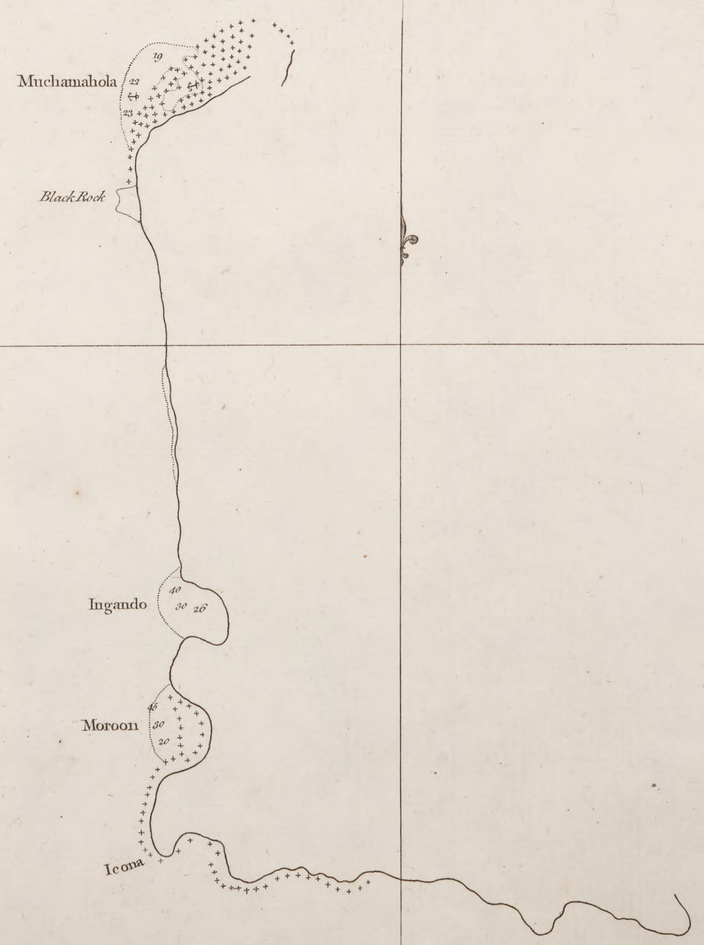
COMORO or ANGA-ZECHA,

From a M.S. by

ALEXANDER SIBBALD.

NB. The E. Side of this Island is not well known but is said to be a deep Bay. MOROON *&* INGANDO *are both good for getting* Cowries; *but I have found the consequence of the bad* Roads *altho* INGANDO *is far the best; at both places you are within a Cables length of the Breakers in 35 fa. and at* MOROON *we had a Cable cut in 24 Hours time: there lyes 3 Anchors almost 2 Cables 2 Graplings & 4 Coils of Rope of the Ship* St. Cecilia *in 1753. Muchamahola is much the best Place, for a small Vessell can go into a Bason where land-locked with Rocks so that no Sea can hurt; but chuse to go in at* Spring Tides: *The Water rises 11 or 12 Feet & it is high Water at* $4^{h}\ 45^{m}$ full and change; *We found the People civilized and got 2 measures of* Cowries *for a Dollar.*

A.S.



Publish'd according to Act of Parliament by A. Dalrymple, 5 Feb.ry 1774.

S. Pyle sculp.

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Publish'd according to Act of Parliament by A. Dalrymple 5 Feb.y 1771.

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PLAN *of the* Road *or* Harbour

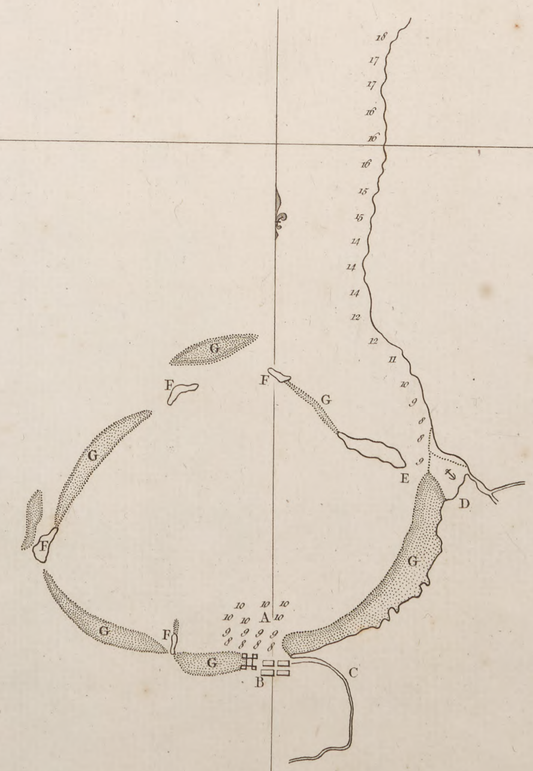
of

ZINZINBARA or *ZANZEBAR*.

From an English MS.

References.

A *The Place where we rode at Anchor, about ⅔ of a Mile from the Shoar in 9 Fathoms good Ground.*
B *The Fort or Factory, where there is some small Guns, which appears like a ruind Church.*
C *A Salt River, having 10 feet Water on the Bar, at Spring Tides, tho' dry at low Water; they haul some large Vessells in here; January, February & March good Gunning here.*
D *The Watering Place, where there is good Firewood & Brush for Dunnage.*
E *The Channel, where there is 8 or 9 Fathoms between two Spits of Sand not above a quarter of a Mile from each other at low Water: you may see all the danger coming in or going out being white Sand.*
F *Several small Islands, two of which are Inhabited, between these Islands are Spits of Sand:*
G *Dry at low Water, which makes it a fine Harbour, and as we lay here 6 Months, I must say we found it to be so.*



Scale of Nautic Miles.

1 2 3 4 5 6 7 8 9 10

Publish'd according to Act of Parliament by A. Dalrymple, 5th Feb.y 1774.

S. Tyle sculp.

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PLAN *of the Island* SOCOTRA, in 12.25 N.
from a French M.S. 1764:
By
C.O. F.R.

Tamarida

Coral

Calaisse

Wintering Bay

E b N.

W ½ S.

Road of Tameren *(Tamarida)*
by *I. BROWNE*, 1615.

Scale of Nautic Miles.

10 20 30 40 50 60

Publish'd according to Act of Parliament by A. Dalrymple, 5th Feby 1774.

S. Lyle, sculp.

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REFERENCES.

1. Kings Palace
2. New Pleasure Houses
3. The Mosque
4. The High Point
5. The City Gates
6. Flag Staffs
7. Kings Vessells
8. Boom and Entrance to where the small Vessells lye.

Plan of KINGS ISLAND Road,
and
View of KINGS TOWN,
MALDIVÉS;
Taken on board the Hoop Columbo,
1727,
Peter Sandelyn.

From a Dutch M.S.

Scale of 1 Nautick Miles

Publishd according to Act of Parliament by A. Dalrymple 5 Feb.y 1774

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Chart of ARACKAN River

From an English M.S.

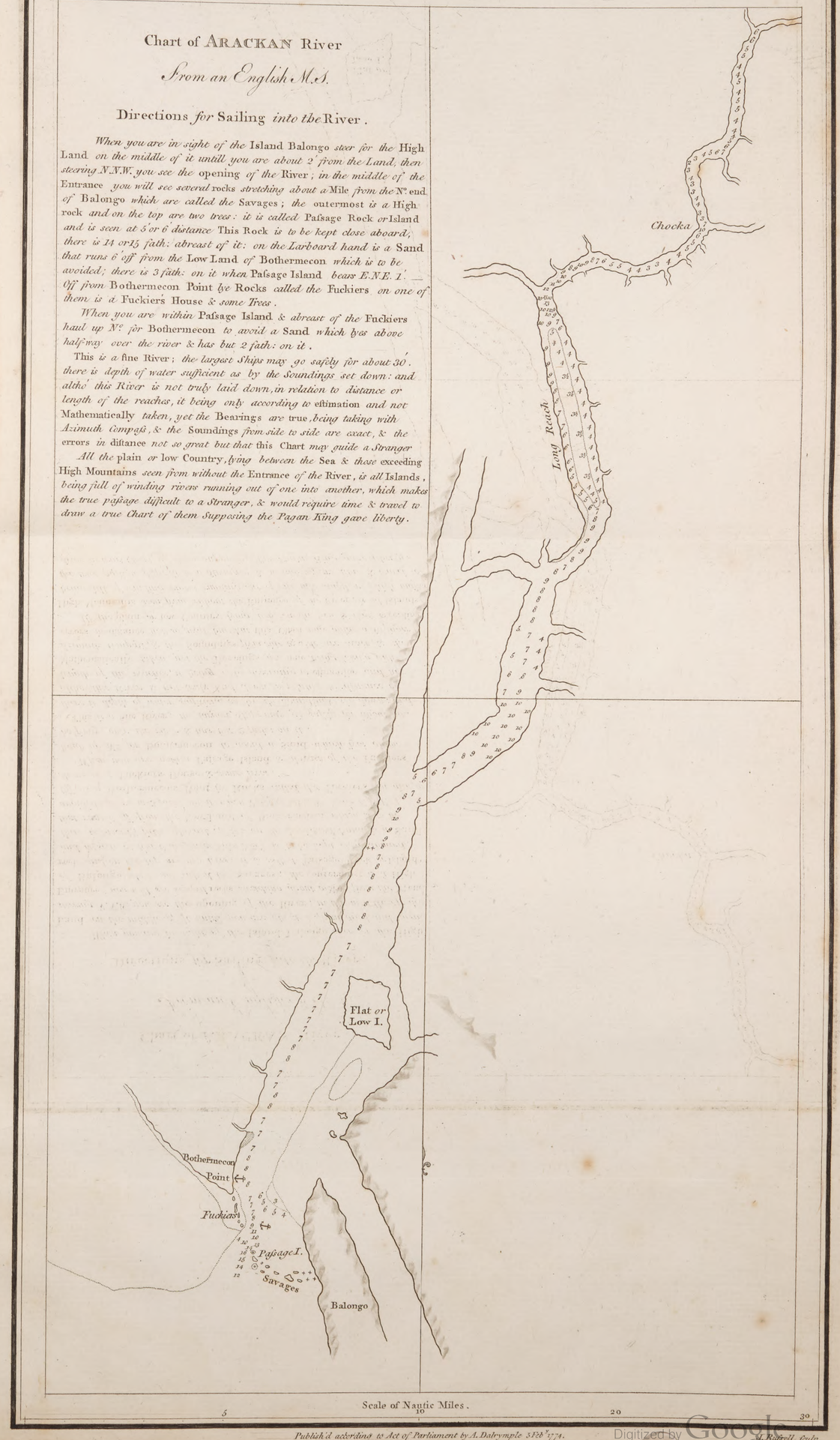
Directions *for* Sailing *into the* River.

When you are in sight of the Island Balongo *steer for the* High Land *on the middle of it untill you are about 2 from the Land, then steering N.N.W. you see the* opening *of the* River; *in the middle of the* Entrance *you will see several* rocks *stretching about a* Mile *from the N.^e end of* Balongo *which are called the* Savages; *the* outermost *is a* High rock *and on the top are two trees: it is called* Pasage Rock *or* Island *and is seen at 5 or 6 distance* This Rock *is to be kept close aboard, there is 14 or 15 fath: abreast of it: on the Larboard hand is a* Sand *that runs 6 off from the* Low Land *of* Bothermecon *which is to be avoided; there is 3 fath: on it when* Pasage Island *bears E.N.E. 1/2 Off from* Bothermecon Point *lye* Rocks *called the* Fuckiers *on one of them is a* Fuckiers House *& some Trees.*

When you are within Pasage Island *& abreast of the* Fuckiers *haul up N.^e for* Bothermecon *to avoid a* Sand *which lyes above halfway over the river & has but 2 fath: on it.*

This *is a* fine River; *the largest Ships may go safely for about 30. there is depth of water sufficient as by the Soundings set down: and altho' this River is not truly laid down, in relation to distance or length of the reaches, it being only according to* estimation *and not* Mathematically *taken, yet the* Bearings *are* true, *being taking with Azimuth Compass, & the* Soundings *from side to side are exact, & the* errors *in* distance *not so great but that* this Chart *may guide a Stranger*

All the plain *or* low Country, *lying between the* Sea *& those* exceeding High Mountains *seen from without the* Entrance *of the* River, *is all* Islands, *being full of winding rivers running out of one into another, which makes the true passage difficult to a Stranger, & would require time & travel to draw a true Chart of them Supposing the Pagan King gave liberty.*



Scale of Nautic Miles.

5 10 20 30

Publish'd according to Act of Parliament by A. Dalrymple 31st^ 1774.

J. Russell. sculp.

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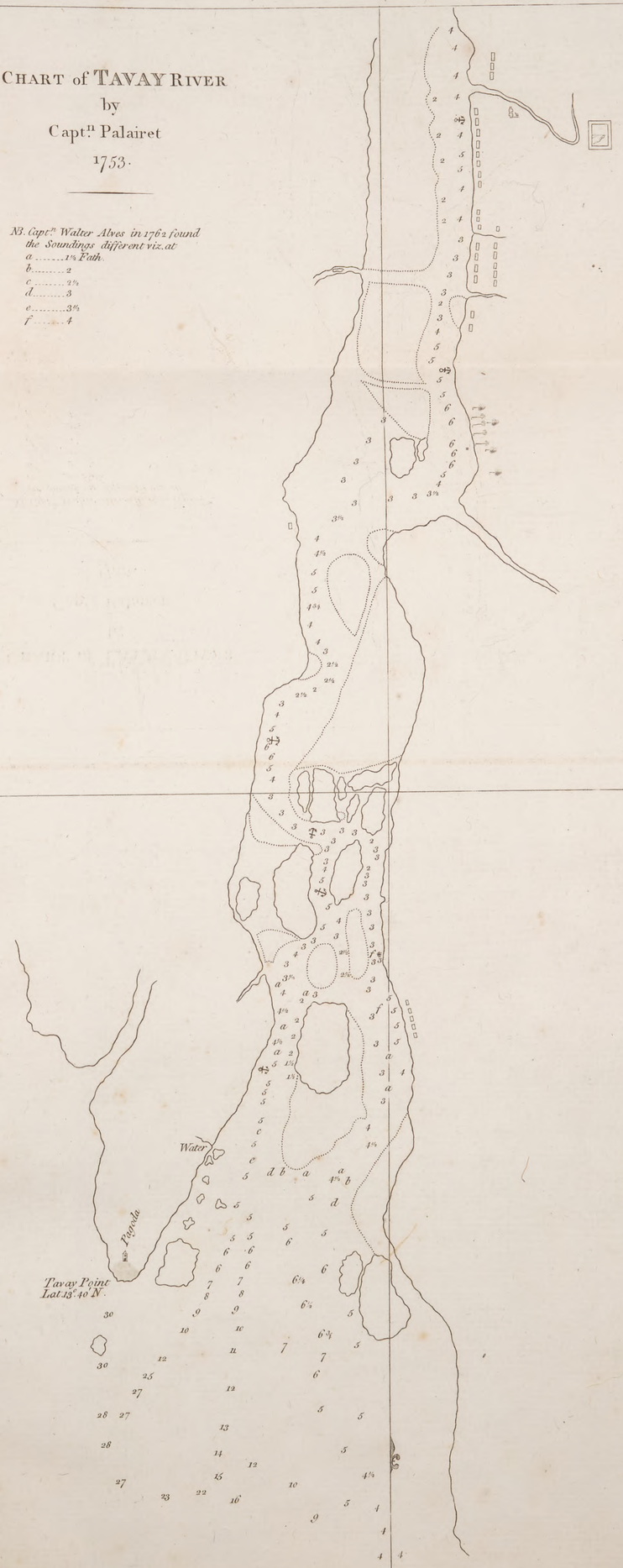
CHART of TAVAY RIVER
by
Capt.n Palairet
1753.

N.B. Capt.n Walter Alves in 1762 found the Soundings different viz.at
a ..... 1¾ Fath.
b 2
c 2½
d 3
e 3½
f 4



Published according to Act of Parliament by A. Dalrymple, 5th Feb.y 1774.

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Sketch of P.o PINANG
in the
STRAIT of MALACCA,
by
Capt.n Walter Alves
1763.

Published according to Act of Parliament by A. Dalrymple, 5th Feb.y 1774.

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Plan *of* ZUTPHEN *or* HOUNDS Islands

off

The S.E. part of SUMATRA

From a Dutch M.S.

References.

a. P^e *Tompol* | *c, d.* *Coconut Islands.*
b, b. The two Brothers | *e* P^e *Pagalongan.*

A. above water.

NB. *T. is Tanjong i.e* Point.
P^e.... *Poolo* .....Island.

Scale of Nautic Miles.

Publish'd according to Act of Parliament by A. Dalrymple 3 Feb^y 1774. *J. Russell Sculp.*

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PLAN of MEW BAY
in the
STRAIT of SUNDA
by
Com. John Watson,
1762.

N.B. The Soundings are Sandy *accept on the* Spit *across the Bay, which is* Rocky, *and within the dotted Line on the outside of MEW I. where the Ground is* Foul.

Scale of Nautic Miles
1/4 1/2 3/4 1 2 3 4

Published according to Act of Parliament, by A. Dalrymple, 8th Feb.y 1774.

W. Palmer sculp.

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CHART of the STRAIT

between

POINT ROMANIA and the ISLANDS off it

by

Capt: Walter Alves.

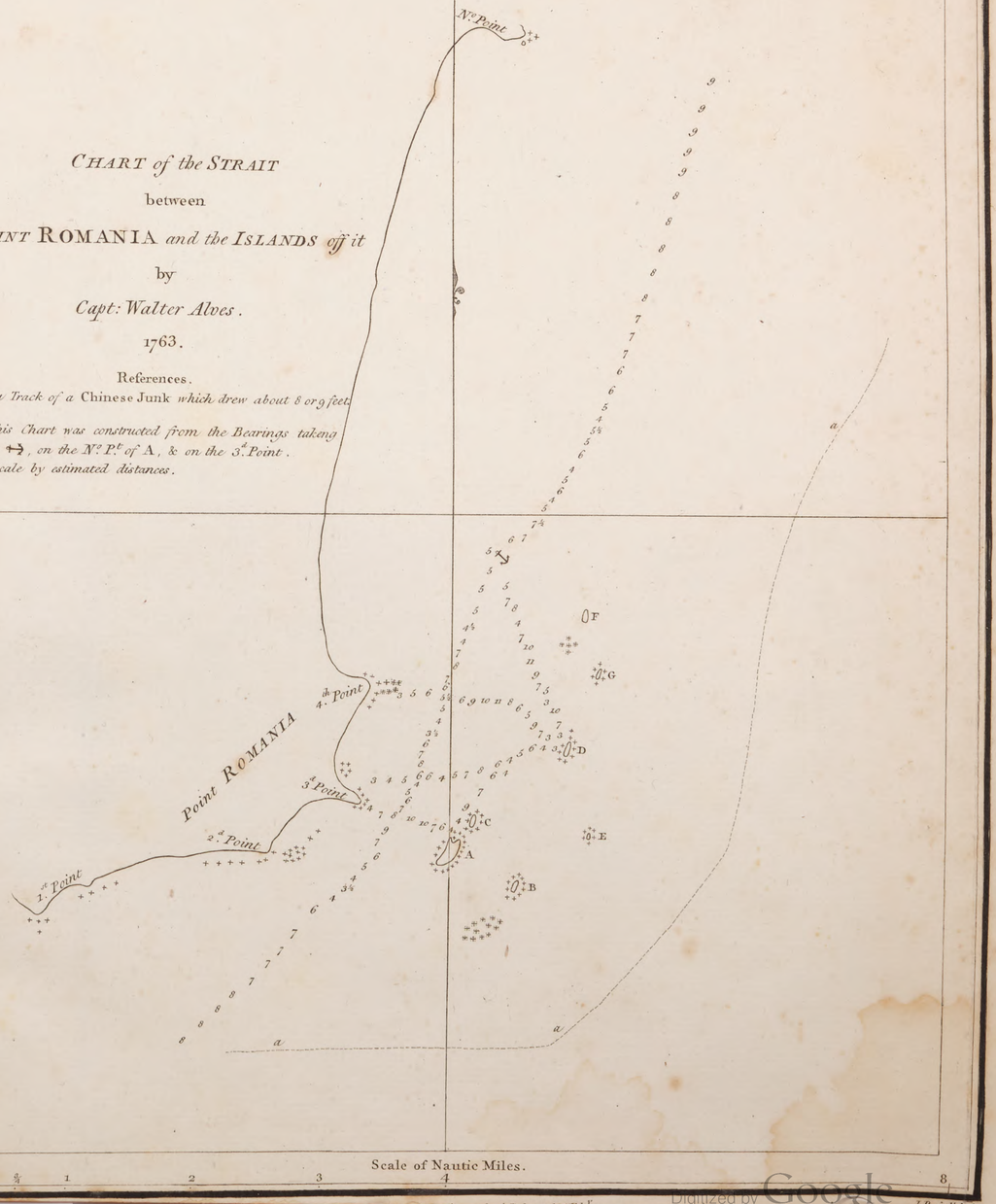
1763.

References.

a.a.a Track of a Chinese Junk *which drew about 8 or 9 feet.*

NB. This Chart was constructed from the Bearings taken at the ⊣⊢, on the N.o P.t of A, & on the 3.d Point.

The Scale by estimated distances.



Scale of Nautic Miles.

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Chart *of the* Harbour,

on the

South-part *of the* Great RYDANGH Island:

1764.

References.

aaa. *The Track of the Ship* Pitt's *Pinnace in* } *Sandy Ground*
bbb. D^o ..... *out* }
A . *A Run of* Fresh Water *out of the Rocks* .
B . *Station where the Pinnace was aground* .
C . *Here the Pinnace laid on* Rocky *Ground*.
D.E.F. *Three* Islands *rocky and quite barren*.

Scale of Nautic Miles.

1 2 3 4 5 10

Publish'd according to Act of Parliament by A. Dalrymple, 5th Feb.y 1774.

S. Pyle, sculp.

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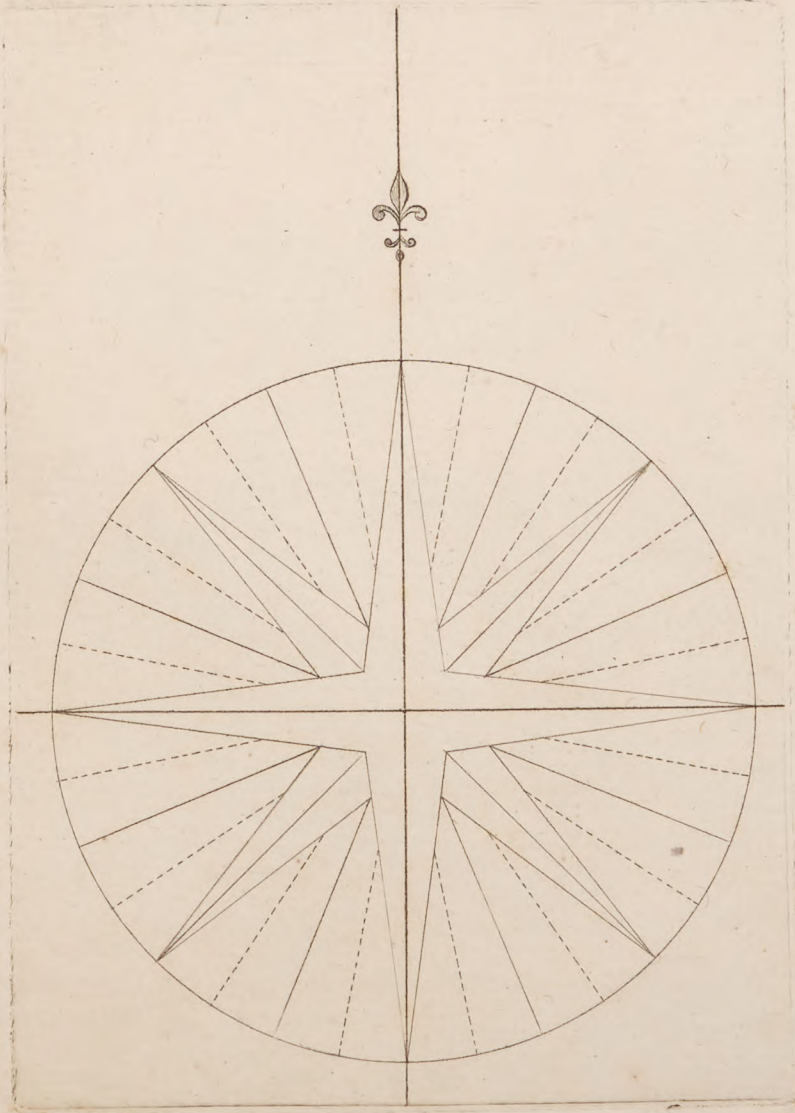

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